

# The Hongkong Telegraph.

WEATHER FORECAST  
FINE  
Barometer 29.94

(ESTABLISHED 1881.)

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September 25, 1913, Temperature a.m. 77, p.m. 85; Humidity...93, 71.

September 25, 1912, Temperature a.m. 74, p.m. 81; Humidity...70, 60.

9,206 晚六廿月八年丑癸

FRIDAY, SEPTEMBER 26, 1913.

五拜禮 號六廿月九年亥癸

\$36 PER ANNUM  
SINGLE COPY 10 CENTS.

## TELEGRAMS.

### HOME RULE.

#### CERTAIN BLOODSHED.

Reuter's  
[Service to the "Telegraph."]  
London, Received Sept. 25.  
The proceedings at Belfast yesterday have been made the basis of admonitions by the Unionist Press to the Government to abandon the policy of drift and to appeal to the electors if they do not wish to be responsible for certain bloodshed.

#### Business-Like Scheme.

The Unionist newspaper dwell on the orderly, practical and business-like character of the scheme for provisional government, and declare that if there was ever any doubt of the intentions of Ulster it is now removed.

#### Rule for Orangemen.

The Liberal papers point out the undemocratic nature of the standing committee, which includes eight in all, and declare that this self-constituted authority means to rule Ulster on behalf of the Orange Lodges. They dwell on the bad impression created on workers by Carletonism, and assert that the hollowing of the movement is made evident by its elaborate advertisement.

#### Sir Edward Carson Collapsing.

London, Received Sept. 26.  
The Ulster committee met yesterday to arrange duties. Sir Edward Carson was absent. He is on the verge of a complete collapse, and last evening his doctor ordered him to remain in bed for forty-eight hours.

#### The Indemnity Fund.

Subscriptions to the Ulster Indemnity Fund have become operative only when the total reaches a million sterling. Nearly \$250,000 has already been promised. Lord Londonderry has given £10,000 and Sir Samuel McCaughey, an Irish-Australian millionaire, has cabled to the treasurer offering any sum necessary.

### REFUGEES FROM NANKING.

#### The Rush Subsiding.

In view of the information to hand in Shanghai and in the absence of reports from Nanking, it is considered that the exodus from Nanking has practically ceased. In fact this was only to be expected, for in the first place Chang Huan allowed three days for the removal of goods from the city and in the second made it extremely difficult for any to get away thereafter with their luggage. The result is that the rush has subsided. In all it is calculated that about 15,000 came away by rail and perhaps another 5,000 by steamer.

As to whether the people have gone, it seems safe to say that all who could afford it came to Shanghai. Chinking in the eyes of many seemed no more safe than Nanking, and it was an attraction to few except those who had friends and relatives. At the same time all the large towns have received their quota of refugees, although it is impossible to say how many went to each.

While 20,000 is not a small number of people, it has to be pointed out that it represents only a slight figure in comparison with the total population of Nanking.—North China Daily News.

## TELEGRAMS.

### EMPLOYERS' UNION.

#### BIG DEFENCE FUND.

Reuter's  
[Service to the "Telegraph."]  
London, Received Sept. 25.  
The Times announces that a United Kingdom Employers' Defence Union has been formed, which will be registered as a trade union, with the object of consolidating the resources of the employers and maintaining their rights and freedom to bargain individually with free workers, or collectively with trade unions.

#### A Guarantee Fund.

At a meeting last week two manufacturers promised £50,000 each towards a guarantee fund, which it was hoped would reach £50,000,000 sterling. Individual guarantees will be operative only when this sum is reached.

### THE FLEET IN THE FAR EAST.

The battleship *Triumph*, which has been serving in the Third Fleet at the North and Devonport since May, 1912, was recommissioned on August 28 at the latter port by Captain Philip Streetfield, M.V.O., preparatory to leaving for the Far East. The navigating party detailed to take the vessel out includes relief crews for the *Colinet Philomet*, the submarine depot ship *Rosario*, as well as incidental reliefs for the ships on the China Station. The *Philomet*, recently transferred from the Mediterranean to the East Indies, is to meet the *Triumph* at Hongkong, and, after recommissioning, is to proceed to New Zealand waters to be placed under the orders of the Senior Naval Officer, New Zealand division. The relieved crews of all four vessels are to return to England by merchant steamer if no Government opportunity offers. The departure of the *Triumph* for Hongkong has been invested, says a correspondent of the *Daily Telegraph*, with a significance which it does not in fact possess. On paper it will, of course, increase our naval forces in the Far East by a battleship; but the *Triumph* is not going out in that capacity. The crew taking her out is to be distributed among other vessels now on the station, after which the *Triumph* will be reduced to the status of a reserve ship—that is, a stationary depot in which the general business of the port will be carried out. Their duties are at present fulfilled by the *Tamar*, an ex-troopship, over half a century old. In the Navy List the *Triumph* will be shown as being "in reserve," but there will be no officers or men available for completing her crew if it should be desired to do so.

#### Major R. B. Airey, A.S.C.

Major R. B. Airey, A.S.C., has been selected for service in No. 1001.  
The Honour of the Regiment.  
Private Patrick Chick, 25, of the 2nd Battalion Welsh Regiment, died in the Military Hospital, Bordon Camp, Hampshire, last month, after collapsing whilst on a march with the battalion. At the inquest it was stated that Chick complained of the heat, and was advised to fall out. He replied, "I shall stick it and not show my regiment up." He kept his place, supported by one of his comrades, until the battalion was about 200 yards from barracks, when he was compelled to fall out. He died from heat stroke later in the day.

## TELEGRAMS.

### KING MANOEL.

#### CONSORT ILL IN HOSPITAL.

Reuter's  
[Service to the "Telegraph."]  
London, Received Sept. 25.  
Ex-King Manoel's consort has been several days in hospital at Munich. The nature of her illness has not been disclosed, but it is announced that her condition is improved.

#### Influenza.

London, Received Sept. 26.  
Reuter's correspondent at Munich states that King Manoel's consort is suffering from influenza.

### GOVERNMENT AND CHEN CHI-MEI.

#### Forfeiture of Bonds.

It is reported in Shanghai that the Government intends to cancel bonds to the extent of about £15,000,000 which were issued to General Chen Chi-mei a few months ago in repayment of expenses, says the *North China Daily News*.

The story of how these bonds were given to Chen Chi-mei is as follows: Prior to the Revolution of 1911 Chen Chi-mei was one of those engaged in plotting towards the outbreak, and including to him incurred certain heavy expenses. He met these by borrowing from friends, and it is believed that even now all money has not been repaid. To recompense him for these disbursements the Government, a few months ago, placed bonds to the extent of £15,000,000 in his hands, these bearing interest at eight per cent, and redeemable in six years. Chen Chi-mei is still believed to have some of these in his possession, but others he handed to those friends who had advanced the money previously, in repayment of their loans.

A Difficult Situation.  
It is believed that a rather interesting situation will arise when the time comes for the cancellation of these bonds, a step which the Government is reported to have decided upon. In the case of those still held by Chen Chi-mei there will doubtless be little difficulty, but where they have been made the subject of a bona fide transfer, the consideration of the money advanced for the purpose of the 1911 coup, there may be a very different state of affairs. Doubtless among those now holding the bonds are individuals who have not been "out" in the late rising, and a situation fraught with all manner of legal niceties as well as immovable possibilities in other directions might easily be created.

#### Dress and Undress.—An Archbishop's Appeal.

Toronto, September 3.—Addressing thousands of women in Notre Dame Cathedral, Montreal, Mr. Brochu, the Roman Catholic Archbishop, asked them to aid him in suppressing the outrageously immodest styles of female dress recently introduced among the poor as well as the rich. His Grace said that the present mode of dress was undignified, un-Christian, defeating religion, and killing all virtue. He added:—  
Are modesty, innocence, and purity to be banished from our families? It is especially the duty of mothers and elder sisters to inculcate a high degree of modesty in their young daughters and sisters. If you women unite against this innovation you will have a salutary influence. Condemn it in your family. You have friends; condemn it in your circle. By appeals of modesty, innocence, and decent dress, let woman's glory be her modesty, purity, and refinement. If you will help me in this crusade God will bless you.

## TELEGRAMS.

### MANCHESTER STRIKE.

#### DOCK WORKERS RESUME.

Reuter's  
[Service to the "Telegraph."]  
London, Received Sept. 26.  
The Manchester Ship Canal dock workers have resumed work on certain conditions, with reference to employment, which the company has accepted.

### UNCLAMATED TELEGRAMS.

#### Eastern Extension Office.

Esaka, Yokohama.  
Fukuoka, Singapore.  
Gowanni, Shanghai.  
Hankow, Hongkong.  
Kobe, Japan.  
Kwangyuan, Peking.  
Mingley, Peking.  
Morris Hill, New York.  
Osaka, Manila.  
Saigon, Saigon.  
Soleig, Bergen.  
Sonsen, Bangkok.  
Soyit, Havana.  
Suyue, Singapore.  
Tak Tai Kan Yu Tong, Hankow.  
Tonghock, Rangoon.  
Wongawellum, Cebu.  
Yeehoo, Manila.  
Yeehoo, Cheloo.  
Great Northern Telegraph Company.  
Anderson 7 or 21 Caine Road, Shanghai.  
Chungking, Astor, Shanghai.  
Chungking, Koko.  
Choojinsuwan, Tientsin.  
Batavia.  
Gotoh, Osaka.  
Hayer, Shimonoeki.  
Hudat, Globa Hotel, Shanghai.  
Indochina, Swatow.  
Kawai, Matsubara Hotel, Soerabaya.  
Nishiyama, Kyoto.  
0082 0448 2770 3057 1316, Peking.  
3880 5288, Shanghai.  
1129, 8870 2639 3189, Peking.  
1130 5288, Amoy.  
1742 3662 4630, Amoy.

### YARN MARKET.

Messrs. Polishwalla and Kotwall's report, dated September 25, states:—

We have to report only a small business, during the past fortnight, estimated at about 4,000 bales at a slight decline in some instances.

Dealers who bought previously at cheaper prices are selling amongst themselves lower than the ruling quotations. Certain favouritism, however, are still wanted. On the other hand, for which there is no inquiry from the country, are unobtainable.

Imports are firm owing to further advances in cotton and the consequent high prices ruling in Bombay. Deliveries have been good all through. We close with a quiet but steady tone.

Total sales 4,200 bales.  
Unsold stocks 19,000 bales.  
Sold but undelivered in the godown and to arrive 66,000 bales.

A arrivals.—The mail steamer "China and extra steamer" "Kavachi Maru" from Bombay, and steamer "Japan" from Calcutta have brought in 2,800 bales for Hongkong, and 5,000 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports etc., nil.

Local Mill.—1,500 bales No. 12 and 16 at above quotations.  
Shanghai.—Reports show a large business with good demand coming in from the interior.

Raw Cotton Bengal.—No sales.  
Chinese 50 bales closed at \$35 per picul. Stock 300 bales Bengal only. Quotations—Bengal at \$28 to \$30, Chinese at \$32 to \$35 per picul.

## TELEGRAMS.

### AERIAL GYMNASTICS.

#### THRILLS AT BROOKLANDS.

Reuter's  
[Service to the "Telegraph."]  
London, Received Sept. 26.  
The French aviator, M. Pegoud, thrilled a great crowd at Brooklands by flying upside down at a great height.

### WORLD'S RECORD BATTLESHIP.

#### Striking Features of the Queen Elizabeth.

Remarkable developments in the construction of our Dreadnoughts will be embodied in the new battleship *Queen Elizabeth*, which is to be launched from Portsmouth Dockyard to which has fallen the honour of constructing not only the nameship of the Dreadnought era, but most of the other vessels of the all-big-gun type which have marked any new group in design, armament, such as the new ship.

The *Queen Elizabeth* will mean a step forward in the building of these leviathans almost as important as that from the *King Edward* class to the original Dreadnought, and in speed, armament, and design she will be superior to any battleship afloat.

When Mr. Churchill made his memorable statement on oil fuel, the general impression conveyed by him was that only the vessels in contemplation would possess the advantages mentioned. As a matter of fact, it is no secret at Portsmouth that the *Queen Elizabeth* is being built as an "only oil fuel" ship, and will add two or three knots to the speed of previous Dreadnoughts.

There are other features that will make the new vessel an epoch-making ship. These are the outcome of the important decision of the Admiralty to dispense with coal as a steam raiser for our future Dreadnoughts. The freeing of the enormous space hitherto devoted to coal bunkers will enable the vessel to have an extension of the double bottom system as high as the protected deck.

This will mean that the whole of the vessel below the waterline will be built with two skins, on the principle of a ship within a ship, and with the series of transverse and longitudinal bulkheads this will make the vessel as unshakable as the science of modern naval construction can.

Between these two skins the great warship will carry her supplies of oil fuel—supplies which will give the vessel a radius of action far exceeding anything possible with coal fuel.

The double bottoms are being especially sealed in order to ensure absolute "tightness," and in the event of the vessel striking a rock and having a portion of her bottom torn away, the parts damaged would be isolated, so that the whole of her liquid furnace supplies would not be lost.

The *Queen Elizabeth* will be the heaviest ship ever launched from the Royal Naval Yard, and will be in a more advanced state of completion than any previous Dreadnought. Day and night shifts are employed in the ship to have her ready by the date provisionally arranged in her programme.

The five oil-fuel Dreadnoughts were designed by Mr. Churchill, stated recently in the Commons in reply to Mr. Hunt (J. Ludlow), before the Royal Commission on Oil Fuel reported.

He added that he had already explained the reason why the ships were so designed.

Mr. Hunt asked why there has been so much secrecy and hurry over the oil question, when we had to go back to coal driven ships immediately afterwards?

"I can add nothing useful to my recent statement," Mr. Churchill replied.

## DEATH OF CAPTAIN BRODHURST.

### A Pioneer on the Pacific.

The death occurred last Monday, says the *North China Daily News*, at his residence, in Shanghai No. 2 Young Allen Terrace, of Captain John Campbell Brodhurst, a man who in the finest sense of the term was an "old Shanghai hand" and one who had the respect and friendship of the whole community. By his death the port has lost another of a rapidly diminishing class of men who were associated with the rise and prosperity of the foreign settlements in China; but he was much more than the average member of this class. He was a pioneer not alone in his profession of mariner, for to-day a colony in the United States stands as a tribute to his persevering genius.

### A Friend of Gordon.

Capt. Brodhurst was a native of Inverness, N.B., and from his youth was associated with the sea. In the halcyon days of the tea-clippers he was master of his ship in these waters, and was known as a capable and courageous captain. These were occasionally exciting days on the China coast, when at times big acts of piracy were committed, and moreover there was also the Taiping Rebellion in full swing. When General Gordon came to take charge, Capt. Brodhurst was intimately associated with him, and the two were firm friends.

### Fruit Farming in California.

About the year 1871 Capt. Brodhurst seems to have decided to give up the sea, and he then had the idea of settling in California and taking up the pursuit of fruit-farming. With this in his mind he resolved to start what is now known as Riverside Colony, the possibilities of which as a fruit-growing place were not then realized. Capt. Brodhurst, received but little encouragement from the opinions expressed by the other settlers in California, but undeterred by their refusal to believe in the possibilities of his scheme, he started the colony. By means of a system of irrigation which he introduced, the district was made enormously fertile, and it, may be mentioned, is now regarded as the finest part of California for the growing of fruit, so much so that the railways run lines thither. Like so many other pioneers, Capt. Brodhurst failed to reap the benefits of his enterprise, but laid the foundations of success for those who were to follow him.

### Back to the East.

Leaving his occupation as a fruit farmer, Capt. Brodhurst once more gave his attention to the sea, and again was a familiar figure in the ports of the East. He owned his own ships for long while, but some fifteen years ago, in the course of a typhoon which wrought havoc along the whole coast, was wrecked on Formosa. So fierce were the winds that they are said to have actually blown the masts out of the ship. Mrs. Brodhurst was with him at the time, and, after being thrown on the coast of Formosa, they had to wait twenty-four hours before being rescued. From this point Capt. Brodhurst was with Messrs. Butterfield & Swire in whose service he remained for about ten years. For some time he was then with Messrs. Jardine, Matheson & Co., and retired about two months ago. As a sailor he had a great reputation, and it is said that he was the first man to sail a foreign ship up the Yangtze.

Capt. Brodhurst, who had been ill for about two months, is survived by a widow and daughter, the latter being Mrs. F. D. Burton. It is of interest to note that Mrs. Burton was the first foreign child born on Riverside Colony.

## N&W: FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

The Ulster Indemnity Fund now reaches to \$250,000.

The proceedings at Belfast are made the basis of admonitions in the Unionist Press to the Government.

The French aviator, M. Pegoud, has thrilled a big crowd at Brooklands by flying upside down.

The Liberal papers at Home point out the undemocratic nature and standing of the Ulster Committee.

King Manoel's consort, has been several days in hospital at Munich. Her condition is improving.

Sir Edward Carson is on the verge of a collapse and has been ordered to rest in bed for forty-eight hours.

The Manchester Ship Canal dock workers have resumed work on certain conditions which the company has accepted.

The *Times* announces the formation of a United Kingdom Employers' Defence Union, which will be registered as a Trade Union.

At a meeting last week two manufacturers promised \$50,000 each towards an employers guarantee fund, which, it is hoped, will reach fifty millions sterling.

The Unionist press urges the Government to abandon the policy of drift, and to appeal to the electors if they do not wish to be responsible for certain bloodshed.

### LOCAL.

Some interesting items of local sport appear in to-day's issue.

Army football begins on Wednesday next. The fixture list appears to-day.

Messrs. Polishwalla and Kotwall's report on the yarn market appears in this issue.

H. E. the Officer Administering the Government, paid a visit to the Italian Convent this morning.

Yesterday was the first day of annual aquatic sports held by the V.R.C. at their bath. Results are given in this issue.

The annual general meeting of the Kowloon Cricket Club was held last evening at the Pavilion, Kowloon, and was largely attended.

### DON'T FORGET.

#### TO-DAY.

Victoria Theatre, 9.15 p.m.

Bijou Theatre, 9.15 p.m.

#### TO-MORROW.

Victoria Theatre, 9.15 p.m.

Bijou Theatre, 9.15 p.m.

V.R.C. Annual Aquatic Sports, 5 p.m.

Turkish Egyptian Vaudeville Co. Theatre Royal, 9.15 p.m.

V.R.C. Concert, 8 p.m.

Monday, September 29.

Hongkong St. Andrews Society, Annual General Meeting, 5.15 p.m.

Tuesday, September 30.

U.S.R.C. Extraordinary General Meeting, 5 p.m.

Thursday, October 2.

Ordinary annual General Meeting, Hongkong Cotton Spinning and Dyeing Co., Ltd., 1.30 p.m.

Saturday, October 4.

Extraordinary General Meeting, Hongkong Hotel Co., Ltd., 11 a.m.



## Notices

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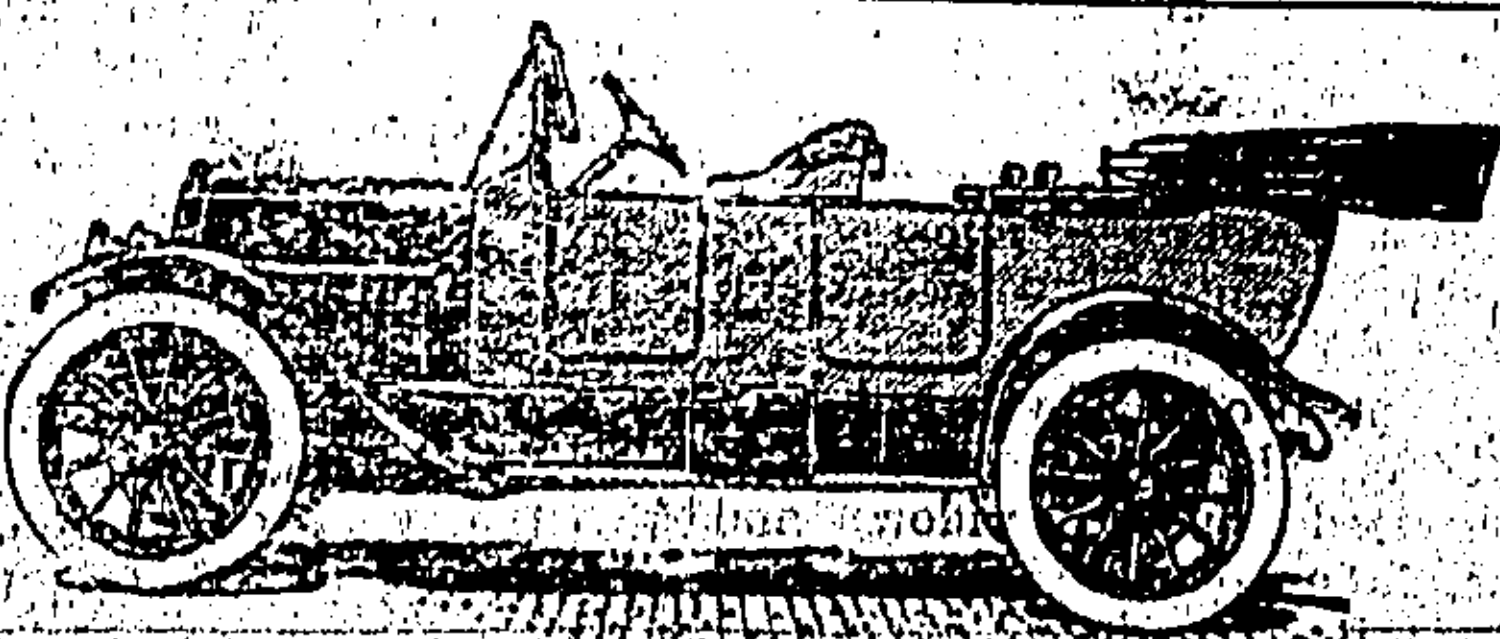
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Hongkong, June 11th, 1913.

Hongkong, 16th August, 1901



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PROPRIETOR. [62]

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Hongkong, 1st Feb., 1913. [13]

## MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018.

Developing, Printing & Enlarging

Hongkong, 1st Feb., 1913.

## Notices

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OUR  
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South China Morning Post.

## Our Roads.

Some years ago a practical scheme was adopted under which certain fixed appropriations were made for the maintenance of each road or street, and this assured the repairs which were necessary, but the system seems to have been abandoned and money is now appropriated in a lump sum to cover individual contracts for certain specified work. The question of contracts, also, raises the point that it is "expensive economy" to accept tenders on basis of prices lower than those which, in expert opinion, will permit of satisfactory and substantial work, as it will be found that the contractor will rarely allow himself to suffer loss, and in the absence of proper European supervision will furnish indifferent work and inferior material. The loss resulting to the Government need not be pointed out.

## China Mail.

Food and Complexion. One discontented with Nature's gifts, can scarcely make himself (or herself) blond or brunette at will simply by regulating his (or her) diet. Recent experiments show, however, that in the lower animals food may have an important influence in determining body colour. Sometimes this influence is temporary, and the colour fades when the food stops. In other cases it is permanent. Tadpoles form the subject of the latest experiments, some of which have been carried out in this country, in the laboratories of the University of California. A writer in the *Revue Scientifique* (Paris), tells us that Dr. Johnson, of that institution, has been trying to ascertain what are the factors that influence the production of pigment in the larvae of frogs and treefrogs.

## Daily Press.

The Position of Rubber. The steady drop in the price of Plantation rubber has caused much searching of heart, not only among planters in Malaya, but among all who have invested in the rubber companies of the Middle East. For one brief space of time in 1910 as much as 12s. a pound was realised at the auctions in London for Plantation sheets; Messrs. Vernon & Smith's last report gave the price as Two Shillings! A writer in the *Malay Mail* a fortnight ago, when rubber was 2s. 2d., said: "It is, of course, a fact that at the figure now obtaining many estates in this country cannot possibly produce except at a loss, which is a serious matter." The prophets are entirely confounded by this slump in the price of Plantation rubber. This is, indeed, a sad world for prophets—as well as apparently for profits. But the important question for the moment is, what is the explanation of this steady decline? Writing to a London financial paper recently, Mr. O. Malet, of Singapore, said, "the present bearish plantation rubber is purely artificial." Other writers have been suggesting that "Plantation" rubber is being found inferior to Para for utilitarian purposes, and the pessimist is heard in the *Malay States* recalling the time when the superior soil, better cultivation, greater care and cheaper labour in Malaya were going to drive South American coffee out of the market, "yet somehow Malayan coffee never caught on as a superior article in the home market." Hence the pessimist is inclined to wonder whether this bit of Malayan history is to be repeated in the case of rubber, and he sighs for "more public recognition of Plantation excellence from actual manufacturers and users rather than from financial magnates."

For a good solid meal, a la Carte or Table d'Hôte with Wine & Champagne, the Best at the MANA VARI.



## GENERAL NEWS.

## Singapore Mortality Returns.

The monthly returns for Singapore issued by the Registrar of Births and Deaths show that during the week ending September 13, there were 188 deaths (140 males, 48 females) giving a ratio per mille of population of 30.13. Malarial fever accounted for 24 deaths, phthisis 21, convulsions 18, beri-beri 21, bronchitis 14, dysentery 5, pneumonia 8, cholera 10, (imported). Eighteen children under three months of age died. The nationalities were represented as follows:—European 0, Eurasians 2, Chinese 130, Malays 28, Indians 13.

## Sale of Thoroughbreds in America.

New York, Sep. 3.—Perhaps the largest sale of thoroughbred stallions and brood mares ever held in the United States took place in Madison Square Garden, when the entire racing stable and Castleton stud of Mr. James R. Keene's estates were disposed of, some 45 head bringing in a total of \$239,200 (\$47,810). Mr. Price McKinney, of Cleveland, Ohio, was the largest buyer; he took 25 head for \$115,000, including Collier, a son of Commando, for \$30,000. Mr. Harry Payne Whitney, who was the largest winner at Saratoga this season, paid \$38,000 for the stallion Peter Pan.

## Corner in Quinine.

An increase in the price of quinine, one of the most important drugs in medicine, is prophesied as the result of an agreement which has been signed between the European makers of quinine and growers in Java of the cinchona tree, from the bark of which quinine is produced.

By the terms of the agreement the manufacturers are required to buy from the producers of cinchona bark the equivalent of about 1,000,000 lb. of quinine a year at a regulated price. Practically the whole of the cinchona bark used by quinine manufacturers in Europe is now produced in Java, whence it is shipped to Amsterdam to be sold by public auction.

## Anglo-American Exposition of 1914.

The Duke of Connaught has consented to be patron of the Anglo-American Exposition to be held at the White City, Shepherd's Bush, next year, and the Duke of Teck to be president. An American committee has been formed including, as vice-presidents, Mr. Nicholas M. Butler (president of Columbia University), Mr. Joseph Choate (formerly United States Ambassador in London), Mr. James B. Forgan (president of the First National Bank, Chicago), Mr. David R. Francis (president of the recent International Exposition of St. Louis), Mr. Alva B. Johnson (president of the Baldwin Locomotive Works, Philadelphia), Mr. Abbott L. Lowell (president of Harvard University), and Mr. Samuel Mather. An American executive committee has also been formed, as well as local executive committees in each of the important cities.

## How Journalists Are Made.

One of the most important discussions at the resumption, on August 19, of the conference of the Institute of Journalists at York was initiated by Mr. J. O. Fairfax, of Sydney N. S. W. Mr. Fairfax said that in order to attain the front rank in the journalistic profession a man must have natural aptitude supplemented by education. There had been a wide divergence of opinion among University professors and school teachers as to how far their institutions should provide specially for journalists; but one fact emerged plainly. It was that the majority of men engaged in newspaper work were in favour of a special training for journalists. The better educated the people became the more need they had of Pressmen of the highest qualifications. If newspapers were to retain their influence they would need to be continually improved so as to keep pace with the progress of the times and the higher general standard of education. He hoped that the day was not far distant when an efficient school of journalism would be established. Mr. A. J. Mundella spoke in favour of something in the nature of an apprenticeship for journalists.

## CHINESE NATIONAL ASSEMBLY.

## Mode of Selecting a President.

Peking, September 13.—The Senate on Monday voted on the bill transferred to the House by the House of Representatives, urging that a joint meeting be held by the two Houses to decide the question whether the President should be elected after the adoption of a section of the Constitution.

This proposal (says the Peking Daily News) was passed, and the Speaker decided that the joint meeting should take place next Friday.

## The New Cabinet.

The House of Representatives voted on the nomination for the new Cabinet.

The nominations were: Sun Pao-chi, as Minister of Foreign Affairs; Chu Chi-chien as Minister of Interior;

Liang Chi-chao as Minister of Justice;

Wang Tai-hsieh as Minister of Education.

Chang Chien as Minister of Industry and Agriculture.

Chow Tze-chi as Minister of Communications.

Premier Hsiung ascended the platform and explained his reasons for nominating these gentlemen as his Cabinet Ministers. He said: "China is now facing a difficult trial. The selection of the proper men for the various Ministries is imperative. There are no changes in the Ministries of Army and Navy. In making the selection, instead of following the old custom of favouritism, I have tried to select the best men possible for the different Ministries. I shall try to give you a little bit of the past record of each of the nominees. Needless to say that the Foreign Office at this moment is a most important organ and the reason why I have selected Sun Pao-chi is because I am confident that he is well qualified to take this post. During the Ching Dynasty, while in the capacity of Governor of Shantung, Mr. Sun steered his province clear of the dangerous rock of all diplomatic entanglement. He acquired much valuable experience. He was our Minister to France. He served the Shantung Province for quite a long time, and undertook a good number of diplomatic cases which he negotiated with extraordinary success. Thereafter he selected him to be at the head of the Foreign Office.

"In the Ministry of Interior, the police department is most important. We need a man who has ability and is willing to work. Chu Chi-chien has served for a long time in the Ministry of Interior and thoroughly understands the affairs of all the departments, especially the police department. His experience guarantees that he will be a useful servant.

"It is rather difficult to find a suitable man for the Ministry of Justice. At the head of that department, we must have a man who has profound learning, rich experience and who knows not only the basic principles of the law of all the nations, but also comprehends the custom, traditions, and working system of our own country. I have decided to nominate Liang Chi-chao, whose ripe experience needs no recommendation. He possesses two strong points. Firstly, he is well versed in the Chinese and foreign laws, both old and new. Secondly, he is well versed in political science. In my opinion, he is a most suitable man to take charge of the Ministry of Justice, during the transitory period of this Republic.

"We look to him not only to transact the routine business of the Ministry satisfactorily, but also to help model the laws for the future ages.

"What the country needs most at this moment is to decide upon a practical policy in the field of education. To take this work is no easy task. We must have a man who thoroughly understands educational matters, and is well versed in the history of education. During the Ching Dynasty, Wang Tai-hsieh served many years as Minister to London. While in England, he made careful observation of the social side of English life and made minute enquiries into the educational condition in that country. He

possesses a vision that is of wide range and not limited to a single district or country. I hope that he will draw up for the country a far-sighted policy.

"I propose to amalgamate two Boards, namely, the Ministries of Agriculture and Industry. This amalgamated Ministry will devote its sole attention to the development of the country's natural resources and the promotion of industrial enterprises. To undertake this work, we must have a man who has had practical experience. Chang Chien's record in the past is good, and his achievements are well known. On that account, I have nominated him for the post of the Ministry of Industry and Agriculture.

"Military matters and foreign affairs occupy a prominent position in the Ministry of Communications. In the future, we will pay more attention to the condition of the frontier provinces, and telegraph lines and railways, which are the pioneers of the progress. We must have a man who, in addition to his knowledge of matters relating to communications, is also an authority on military matters and foreign affairs. These triple qualifications we find in Chow Tze-chi who stayed for a long time in the United States. He has acquired a good deal of knowledge along that line. During the Ching Dynasty, he served a long apprenticeship in the Ministry of Foreign Affairs. Therefore I consider Mr. Chow the best man for the post of Minister of Communications. Thus I have given you a brief resume of the records of those six men and I now submit these six names for your esteemed consideration."

The result was as follows: Sun Pao-chi received 330 votes; Chu Chi-chien, 323; Liang Chi-chao, 357; Wang Tai-hsieh, 312; Chang Chien, 429; Chow Tze-chien, 350 votes. They were accordingly elected.

## SERVICE MATTERS.

## Army Flying.

Capt. C. A. H. Longcroft, of No. 2 Squadron of the Royal Flying Corps, now stationed at Montrose, who has been at Farnborough testing a new B. E. machine, made what is stated to be the longest recorded British flight with one passenger. He ascended from Aldershot at 9.40 a.m. with Col. F. H. Sykes, commanding the Royal Flying Corps (Military Wing), as a passenger, and flying at a height of from 1,000ft. to 2,000ft., reached Alnmouth at 3.10 p.m., after a flight of five and a half hours. Here he descended for a supply of petrol. After a halt of a little over two hours, says the Times, he resumed his flight at 5.20 and arrived at Montrose Aerodrome at 7.30. Altogether, therefore, he was 7½ hrs. in the air, covering the total distance of approximately 530 miles at a rate of about 70 miles an hour.

## Lord Roberts and Scottish Soldiers.

Lord Roberts was recently presented with the freedom of the city of Aberdeen, and, in the course of a speech of acknowledgment, paid a high tribute to Scottish soldiers. Lord Roberts, who was accompanied by his son-in-law, Major Lawin, said he was conscious that he was indebted, in no small degree, for the honour conferred upon him to the fact that throughout his career he had been closely associated with Scottish soldiers, and he was glad to think that his relations with them had always been of the most pleasant and most happy nature. Of the eight officers who held the position of Commander-in-Chief in India during the 41 years he was in the country, four hailed from north of Tweed—namely, Sir Colin Campbell (afterwards Lord Clyde), Sir Hugh Ross (afterwards Lord Strathnairn), Lord Napier of Magdala, and Sir Donald Stewart. He was deeply indebted to these four generals and he was glad to have that opportunity of expressing how much any success he might have been able to achieve was due to the experience he gained under them, and the fine soldierly example given to him by those great men. Referring to the Scottish regiments, Lord Roberts said he had been struck by the kindly feeling which existed among the people of Scotland towards their brother soldiers. That was as it should be, for it was that spirit alone which could give them an Army fitted in

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To let "ROGATE," Austin Road, Kowloon, from 1st October. For Sale or To Let: from 1st November, 1913 —

No. 21, Shelley Street. No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis-Court.

No. 68 Peak, Mount Kellett. (Church Mission Society Bungalow) from 1st October, 1913, till 30th May, 1914.

FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

FOR SALE.—"LADBROKE," No. 9 Conduit Road. Fine View of harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodations for 30 Servants.

Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Building Hongkong, 27th June, 1913 [211]

TO LET.—No. 150 "Magazine Gap," Peak. Apply to SPANISH DOMINICAN PRO-CURATION.

TO LET.—Strawberry Hill, 41, Plantation Road from 1st December, 1913. — Furnished. Apply DEACON, LOOKER, DEACON & HARSTON.

all respects to ensure the safety of the kingdom and maintain the integrity of their great Empire. What they wanted was a national Army, and the foundation for such an Army was already at hand in Scotland by reason of their interest in and sympathy with their soldiers. Lord Roberts went on to allude in appreciative terms to the meritorious service of the Service companies of the Gordon Highlanders in South Africa, and, in conclusion, expressed his pride at the wedding gift presented by the officers past and present of the Highland Brigade to his daughter.

## Notice

## THE IDEAL LAUNDRY

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Telephone: No. 1 A.B.C. 5th edition. Western Union.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 26, 1913.

## THE VALUE OF FINGER PRINTS.

The Times recently had a series of articles on the detection of crime which formed a useful and comprehensive summary of the police methods of to-day. If these articles served no other purpose, they at least proved to how near perfection the finger-print system has been raised and how much reliance is now placed upon clues left behind by the criminal himself. Formerly, the plan adopted in the case of, say, house-breaking or burglary, was to trace the stolen goods and, from that, to set out to trace the man or men wanted. That was a clumsy and a tedious method, which involved more than one search. To-day the plan followed is to search the scene of the offence with the utmost care in order to discover whether the burglar has not left some clue which may be followed up. It is surprising how often criminals, who are cunning to a degree and who have laid the most complete and careful plans, are careless over some trifle which ultimately proves their undoing. Especially do they forget the danger attendant on touching with their fingers anything which will retain the impression; and the police of to-day make the most of this weakness.

Not once, but many times, during the past few years, have crimes been brought home to the perpetrators, by means of the finger-print system, which otherwise had gone unpunished. Direct evidence of the guilt of a man, or of a gang—the evidences of eye-witnesses, for instance—is not often forthcoming, and circumstantial evidence is often far from convincing; but it is impossible to break down the evidence supplied by a finger-print. If the system ever has been found in error, the circumstance has not been made public, and the fault in such a case must have been not in the system but in its application. Here in Hongkong its value is proved almost daily. Many times, in the course of a month is the finger-print department of the local detective service able to prove, in the Police Court, that men who are brought before the bench were banished from the Colony two or three years before. There is no possibility of appeal. The finger-print is more damaging and convincing than a photograph. Every man, it is said, has his double, but Nature has never been found to repeat in the four fingers of any one man the same prints that appear on the four fingers of any other man.

Sir E. Henry, who is an authority on this subject, says that the chances of ten peculiarities on any one man's finger repeating themselves on any other man's finger are over a million to one. If we take four fingers, and estimate the chances, there is justification for the claim that there will always be differences between the prints of different men. Obviously, this system can be fully effective only if there is complete co-operation on the part of police departments in every town and city of any country, and a linking up of the detective services of various countries. That is what has been done, and is still being extended, until the whole system is marvellously developed and effective to a degree unknown a decade ago. That being so, we may repeat a hint which we have seen offered a dozen times during the past year or two. That is for householders, where a theft or a burglary has taken place, to touch nothing until the police have arrived. A finger-print is useless if it has been blurred even slightly.

## The Licorne Affair.

At the time of the Tai On piracy we suggested that, if no passengers were allowed on board the river boats within half an hour or an hour of the time for leaving, the police would have plenty of opportunity for searching for arms. But, in the case of the piracy which we reported yesterday, it is assumed that the arms were taken aboard the Licorne during the day, when no special watch was being kept, and that the owners of them embarked at the time of sailing. The explanation is quite a feasible one and is a stronger argument in favour of leaving the police an ample margin of time for examination, as well as a warning to skippers not to allow baggage to be taken on board at any other times than when the ship is being closely watched. That Chinese pirates should be allowed to enter and leave a British port, and ransom a vessel sailing out from that port, may be no reflection on the police individually or collectively, but it is a very sure sign that arrangements and regulations are not what they should be.

## The Chinese and Monarchism.

According to a Shanghai paper, General Chang Hsun "has resumed all kinds of official ceremonies of the Manchurian regime." Apparently he still wears his queue, and, following his example, the middle and lower classes are letting their hair grow again. There should be nothing in all this to astonish anyone who has been at the trouble of studying the Chinese disposition and of observing the run of events during the past two years. It is clear enough that the Chinese as a whole are not a shade less monarchial in their ideas now than they were a century ago, and we may even venture to doubt if, a hundred years hence, they will be much less so. The coolie class neither knows nor cares anything about politics; the merchants have no time to think of anything that does not affect the well-being of their pockets, while what remains of the old aristocracy are—whatever they may choose to call themselves, and whatever office they may now be holding—as much planned to monarchial ideas as ever their fathers could have been. Thus it remains for a tiny and negligible minority—a few enthusiasts of the student class who have been to the United States or have studied in Canton under American missionaries—to support China's hollow pretence at Republicanism.

## A Plea for the Children.

There appeared in our columns yesterday a special article on a children's playground, and, by a strange coincidence, the matter of children's pleasure came forward last night at the annual meeting of the Kowloon Cricket Club. The children's sports are again to be held at Kowloon on New Year's Day, and we wish to direct the attention of the public to this deserving object. Last year we did the same, but that was late in the day and after the committee found that subscriptions were coming in very slowly. The appeals made by the press last year met with a response which was quite ridiculously poor, and we are in hopes that, if we approach the matter early this year, the public may do its duty more fully.

## The Duty of the Public.

We have used the word duty, because if it is not the duty of every adult, in so far as lies within his or her power, to promote the happiness of the beings there is a homeliness about the north-country word that one likes; then one does not know what the word duty means at its highest. So far, of course, the committee has had no time to issue an appeal, so that we are a day before the fair. But it is not easy, in the light of last year's experience, to be too early in this matter, and that is our reason for remarking on it now. One observation might fairly be made here and now. There seems to be a pretty general feeling, on the city side of the harbour, that the sports are confined to Kowloon. This is quite a mistake; we remember that more than once, last year, we stated, on request, that no child in the Colony is turned away, and that there is a present, and a happy day, for every child that turns up.

## DAY BY DAY.

THE GREAT MAN IS HE WHO IN THE MIDST OF THE CROWD KEEPS WITH PERFECT SWEETNESS THE INDEPENDENCE OF SOLITUDE.

## The Mails.

Siberian Mail.—Arrived per s.s. Assaye to-day.  
English Mail.—Closes per s.s. Assaye at 11 a.m. to-morrow.  
Siberian Mail.—Closes per s.s. Yingchow at 5 p.m. to-morrow.  
Australian Mail.—Closes per s.s. Taiyuan at 2 p.m. to-morrow.

## Arrived from Manila.

Mr. L. Conlon, of the Manila Trading Co., was a passenger by s.s. Siberia.

## Arrived to-day.

Mr. and Mrs. Ruthford, of the Chinese Customs, arrived to-day by the P. and O. s.s. Assaye, and are staying at the Hongkong Hotel.

## Tourist Season Starts.

The tourist season is now commencing, one of the first American parties to arrive being the Emerson Hall tourist party, which came to-day by the s.s. Siberia.

## Famous Cafe Proprietor.

Mr. C. O. Swann, proprietor of the famous I. O. Cafe in San Francisco, was a passenger to Hongkong, on the Pacific Mail s.s. Siberia which arrived to-day.

## Gold Watch Reported Stolen.

A shopkeeper of 34 Ke-ahing Street reports that some person stole from his jacket pocket a gold watch and chain with appendages, to the total value of \$109.

## Visitors from Manila.

Mr. and Mrs. W. G. Stevenson and child arrived this morning by the s.s. Siberia and are staying at the Hongkong Hotel. Mr. Stevenson is a member of the firm of Stevenson and Co. Manila.

## Alleged Nuisance.

At the Police Court, this morning, before Mr. Wind, the Dragon Cycle Company were summoned for committing a nuisance by cleaning motor cars on the public street, and further, with causing an obstruction with the cars in Des Voeux Road. The case was adjourned until Monday.

## The Fok's Haul.

A shopkeeper of 188 Wing Lok Street, has reported to the police that one of his folk has absconded with \$38,500, two promissory notes for \$10,000, a money order for \$300 and a cheque for \$3,000, taken from the safe which was opened by means of a duplicate key.

## CLEVER ARTISTES.

The Turkish Egyptian Vandeville Co.

Something of a treat, of a kind new to Hongkong, is anticipated to-morrow when Miss Teresa Murria presents the Turkish Egyptian Vandeville Co. at the Theatre Royal. The very name of the company is alluring and gives promise of something quite new in the shape of a programme. Miss Murria and Miss Ryblow are said to be dancers of a high order, and they contribute English, French and Spanish dances. If what is said of them is justified, their dancing is beyond ordinary graceful and attractive. Turkish, Egyptian and Syrian songs also form part of the programme which is being anticipated with interest.

## The H.M.S. Battleship.

Sir Frank Swettenham, K.C., M.G., writes to the Daily Express.—In regard to Mr. Arnold White's statement on the subject of the Malay battleship, it would be possible to write a great deal about the cynicism of calling a suggested gift a spontaneous gift, and a great deal more about the acceptance of tributes in any form from States under the protection of the British flag, but no one in this country is interested in the means so long as the end, contributing \$2,250,000, which other-wise would have to be found by British taxpayers.

## KOWLOON CRICKET CLUB.

## Well Attended Annual Meeting.

There was a very good attendance at the annual meeting of the Kowloon Cricket Club which was held at the Club pavilion, last night. From the active interest taken in matters concerning the Club there can be no doubt that an increased membership will be rewarded annually.

Mr. P. R. Wolff (Vice-President) presided, and among those present were—Messrs. C. W. Jeffries (Hon. Treasurer), A. O. Brown (Hon. Secretary), R. L. Atkinson, F. Bacon, L. J. Blackburn, A. Bryson, W. G. Clarke, Dr. F. X. Chai, Messrs. N. Croucher, W. C. Allen, G. Duncan, G. R. Edwards, W. T. Elson, B. D. Evans, H. E. Goldsmith, S. E. Green, F. D. Haigh, R. Hall, D. Harvey, J. Jack, K. R. Macaskill, D. J. Mackenzie, G. H. May, J. H. Mead, D. Nielson, H. Overy, H. S. Playfair, N. L. Raitlen, N. Raitlen, H. T. Richardson, T. W. Robertson, J. P. Robinson, F. J. de Rome, F. P. Shroff, A. L. Stein, H. E. Stevens, W. Stewart, W. L. Weaver, P. W. A. Wilkie and G. Wolf.

The report read as follows:—Your Committee herewith submit the report and statement of accounts for the year ended 31st August, 1913. The past season has been the most successful in the Club's history. The 85 net scores outstanding on 31st August, 1912 (value \$2,125) have been redeemed, and by means of decreased expenditures and increased income the profit for the season has reached the record figure of \$1,799.43.

The typhoon of August 17th, 1913, considerably damaged the Pavilion, and, when considering the necessary repairs, your Committee decided to have the building professionally valued. It has accordingly been written down in the accompanying Balance Sheet to the amount of the valuation by a local firm of architects viz. \$2,425.00. The amount of depreciation involved has been charged to Income and Expenditure account for the year (\$450) and to Reserve (\$725). The necessary repairs are approaching completion at the date of this report. The ground, thanks to the unusually frequent rains, is in better condition than ever. The removal of the clutter-track would be a great improvement. Our teams did well last season. The first eleven secured second place in the Hongkong Cricket League. Teams have been entered for the first and second divisions of the League respectively. It is hoped we shall head one division. Mr. S. E. Green took much trouble in organising a very successful tennis tournament. The Tennis Shield was surrendered to Civil Service after a close struggle. Through the courtesy of the U.S.R.O., 45 members have been permitted to join this section. The "Captain's" Cup presented by Mr. G. H. May, was won by Mr. Atkinson. The "Forayth" Cup presented by Dr. Forayth, was won by Mr. Green. The "Forewell" Cup presented by Mr. F. Forewell, was won by Mr. G. H. May. The "Autumn" Cup was won by Mr. Green. A putting green, where croquet golf may be played, is being prepared in the S. E. corner of the ground. The children's sports were again organised by members of the Club and were as enjoyable as ever. All the funds connected with the event, however, have been handed over to public trustees.

Croquet.—Under the revised rules this fascinating scientific summer pastime has become increasingly popular, and a court is being made in the S. E. corner of the ground. It is hoped that a croquet league will be formed next summer. We heartily thank the many donors of croquet, tennis and golf prizes.

The Chairman, in moving the adoption of the report and statement of accounts, remarked that the Club was in a particularly stable position. They had bought off all the debentures, and had made a bigger profit than ever before. (Hearty cheer.) In regard to the Pavilion, he thought it was in a very fair condition, considering the weather it had to put up with, and unfortunately the work of completing the repairs was not

very advanced, as the weather had been all against them. Referring to the golf section, the Chairman said it had been suggested to him—he was not advocating it in any way—that this section should receive the official recognition of the Club, and that it should be incorporated with the income and expenditure, the management to be left, as before, to the Golf Committee, which would become a Sub-Committee of the Club, all pools, &c., to be in the hands of the Golf Sub-Committee. The members would notice from the report that the ground was in an excellent state of repair and they had started a putting green at the other end, which should prove very serviceable to the large number who used the golf section. They had also opened a croquet lawn, and he was pleased indeed that they had done so. This sport had a grip in the Colony, and several Clubs were taking it up. It was hoped that a league would be formed, but croquet was a rather long-drawn-out game and he feared that it would be impracticable.

Still, they would have the benefit of several competitors if they opened their lawn to all-comers for the Championship or any other competitions. He thought it would be of great advantage to the Club financially, and might bring in more members. The tennis section was a great success, thanks to the efforts of Mr. Green. (Applause.) The Children's sports funds were handed over to the three trustees, the Rev. Mr. Bone, Mr. T. Petrie, and himself, and there was a balance in the Chartered Bank of \$234.45. He did not know whether they would be able to run them again this year, because it was only due to the efforts of Mr. Green that they got in all the funds. While the Club had been so successful financially and in sport and everything else, they had been dealt a bad blow by the loss of nine members who were very much esteemed and respected by the Club. Particularly would he mention the name of Mr. Gregory, who started the golf section. Motions of condolence were passed at Committee meetings, and whenever it was possible wreaths were sent.

Mr. Jeffries seconded the motion, which was carried.

Mr. G. Wolff asked if anything was being done in regard to the allocation of the Club funds.

The Club was not a money-making concern, and they were making a great deal of profit, and it was likely that there would be greater profits next year. He thought the Committee might have in mind some idea as to the allocation of the surplus. In the absence of any other proposals, the members might propose a reduction in the price of drinks or a reduction in the subscription.

Mr. Jeffries informed Mr. Wolff that the price of drinks had already been lowered.

The Chairman said there was a discussion as to whether they should build a new Pavilion, and have a more substantial Club house, with a billiard room attached; in fact to make it more of a social Club, but the Government did not think it would be a good thing for the members. At any rate, the Government would not tolerate the suggestion at the present time. He thought the question of the disposal of the surplus should be left to the incoming Committee.

This suggestion was adopted by the members.

The election of officials for the ensuing season resulted as follows:—Dr. Forayth was re-elected President on the motion of the Chairman, seconded by Mr. Blackburn.

Mr. P. R. Wolff was re-appointed Vice-President, Mr. W. O. Jeffries, Hon. Treasurer, and Mr. A. O. Brown, Hon. Secretary. Mr. J. H. Robinson elected Captain of the premier eleven, and Mr. W. L. Weaver Vice-Captain. Mr. D. J. Mackenzie being re-elected as Capt. in the second team, with Mr. G. Wolff as Vice-Captain. The following were elected as the Committee:—L. J. Blackburn, W. C. Allen, G. Duncan, Goldsmith, S. E. Green, G. H. May, J. H. Mead, D. Nielson, and W. L. Weaver.

Mr. Jeffries proposed that the children's sports be run as last year, and that the Club undertake to guarantee any loss that might be occasioned. Mr. J. H. Mead seconded.

Resolved, That the Club undertake to guarantee any loss that might be occasioned. Mr. J. H. Mead seconded.

An amendment was submitted by Mr. D. J. Mackenzie that the sports be held under the auspices of the Club, for the children of the members only, and the children of friends of members, and that only members be asked to subscribe.

The Hon. Treasurer's motion was carried, it being also agreed that certain events should be held for members' children only, and that members should give the prizes in these events.

A vote of thanks to the Chairman concluded the meeting.

## H.E. VISITS CONVENT.

His Excellency the officer Administering the Government, the Hon. Mr. Claude Severn paid a visit to the Italian Convent this morning, and inspected the exhibition of needlework confectioned by the students. He afterwards expressed his appreciation of the kindergarten, and told the scholars that he would come and visit the Convent again in the cooler weather. The children of the kindergarten sang a welcome to His Excellency.

## BAPTISM BY IMMERSION.

An interesting ceremony was witnessed on Wednesday evening on the beach, just beyond the Hongkong Yacht Club. A number of Chinese, in charge of a European missionary, held a service on the beach, and, after an address in English, which was interpreted to the Chinese, a number of the latter went through the ceremony of baptism, by being totally immersed in the sea. This is a novel form of baptism in Hongkong but by no means unknown in England and America.

## ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals' begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Shewan Tomes & Co.	25
C. Bodiker & Co.	25
Wendt & Co.	20
Basel Mission Rev. Mr. Maule	20
J. R. Wood Esq.	10

## CHANGED THEIR TRIBUNAL.

The case was mentioned in the Summary Court this morning, before the Puisne Judge, Mr. Justice Kemp, in which heung Jack sued Miss Maud Thomson for the sum of \$27.

Mr. J. H. Gardiner, who appeared for the plaintiff, said the parties had changed their tribunal, having gone to the Police Court to get the case settled.

Mr. P. W. Goldring (for defendant) explained that the matter in dispute at the Police Court was as to whether Mr. T. B. Nicol or Miss Maud Thomson was going to pay the man's wages, and from whom he was going to take his lawful orders.

Mr. Gardiner said it will be settled at the Police Court one way or the other.

The action was allowed to stand over for a fortnight.

## PIRACY ECHO.

A passenger on board the Licorne which was pirated on the night of 24th, reports that among the things taken by the pirates was a case containing fifty grey felt hats, twelve bottles of Florida water, twenty-five dozen handkerchiefs, eighteen pieces of soap, ten bed covers, and thirty-eight blankets to the value of \$218. Seven persons who were injured by the pirates were sent to the Government Civil Hospital. Six suffered from knife wounds, and one from a revolver shot wound, but none of them were seriously injured.



## AQUATIC SPORTS.

## Good Racing at the V.R.C. Bath.

There was a fair attendance at the Victoria Recreation Club last evening, when the first day's programme of the annual aquatic sports was gone through. Some good racing was to be seen in the swimming events, though nothing in the way of exceptional times were put up.

The results of the various events are as follow:—

Two Lengths Handicap: first heat:—1. E. L. Braga rec. 6; time 32.25; 2. W. J. Carroll rec. 4. Time 35.00.

Second heat:—1. A. J. England rec. 4, 35.00; 2. B. W. Bradbury, rec. 6, 27.15.

Running header, swallow style:—1. M. A. R. Souza.

Two lengths Handicap, open to Army and Navy:—1. G. Farmer, rec. 30, 1.2.2; 2. L. Collins, rec. 2, 33.25.

Team race:—1. No 3 team.

Team, R. C. Witchell, A. V. Barros, A. H. Carroll and A. R. Ellis.

Throwing the polo ball:—1. R. C. Witchell, 68.1-2 feet.

Water Polo:—Whites two goals, Blues three goals. Teams:—

Blues:—A. A. Claxton (Capt.), J. M. R. Pereira, H. A. Lammert, E. L. Braga, J. Fortes, F. M. L. A. R. Ellis.

Whites:—R. C. Witchell (Capt.), G. W. Sewell, A. S. Ellis, A. H. Carroll, H. A. Carvalho, F. M. Ellis, F. K. Tata.

## Water Polo Described.

The Blues opened the scoring some time after the start of the game. It came from a pass to Mills which Claxton gave. Mills lost the ball to Lammert, who notched a point with a good shot. This was replied to very shortly afterwards by the Whites, on whose behalf Ellis and Carvalho had been doing some pretty passing work, and it was as the result of this that Ellis found himself in a position to score. Even play continued for some time afterwards and when the whistle went at half time the score stood 1-1.

A. R. Ellis, shortly after the resumption, attempted to score with a shot that hit the goal post and rebounded into play, and Mills, who was lying well up took advantage of the opening and put the ball into the net without any great effort. Blues third goal came from A. R. Ellis. Witchell, for the Whites, tied hard to score further and, after some good work, managed to add a second goal some little time before the whistle went.

The closing scores were:—Blues three goals; Whites two goals.

The officials for the sport were:—Judges, Mr. A. Dyer, Mr. A. Rodger, Mr. R. Henderson, Mr. A. A. Alves, Mr. G. W. Sewell, Mr. G. A. Caldwell and Mr. F. Lammert.

Referee:—W. Logan.

Starter:—A. E. Alves.

Handicappers:—M. A. S. Ellis, M. G. W. Sewell, M. R. O. Witchell, M. A. V. Barros, Mr. A. A. Claxton, M. A. E. S. Alves.

Official Time Keepers:—Mr. R. T. Brown, Mr. A. S. Ellis, Mr. E. Frohlich.

Competitors Stewards:—Mr. Crowther Smith, Mr. A. H. Carroll, Mr. A. Oulton.

The following are the entrants for the events to be decided this evening at the second session of the V. R. C. Annual Aquatic Sports:—

5 p.m. Hurdle Race, two lengths handicap:—W. W. Edwards, F. K. Tata, J. M. R. Pereira, and R. C. Witchell.

5.15 p.m. Long plunge, two tries:—F. K. Tata, M. A. R. Souza, R. C. Witchell, and W. W. Edwards.

5.30 p.m. Four Esquibs handicap:—B. W. Bradbury, E. L. Braga, R. A. Carvalho, J. M. R. Pereira, A. O. Barros, R. C. Witchell.

5.45 p.m. 220 yards Championship, open to the Colony:—C. J. Cooke, J. O. Finch and A. A. Claxton.

6 p.m. Two Lengths Handicap, final:—E. L. Braga, W. J. Carroll, A. J. England, B. W. Bradbury.

6.15 p.m. Boys Race (for boys under 16 years of age):—7. Day, C. Church, J. Lyons, J. Rasmussen, D. P. O'Leary, C. O'Leary.

6.30 p.m. Water Polo:—Blues:—R. C. Witchell (Cap), G. W. Sewell, O. A. O. Rodrigues, J. Fortes, A. F. Mills, F. M. Ellis, A. R. Ellis. Whites:—A. A. Claxton (Capt.), A. S. Ellis, R. A. Carvalho, H. A. Lammert, A. H. Carroll, F. K. Tata, E. L. Braga.

## LOCAL SPORT.

## Croquet Tournament Championship.

In connection with the Croquet Tournament arranged by the Hongkong Croquet Club, the Championship of the Colony was decided yesterday evening.

Mr. P. M. Hodgson was opposed to Mr. R. Baker in the final, and a close game was the result. Mr. Hodgson winning by two points.

So even was the play that it practically depended on Mr. Hodgson's last stroke as to whether he would secure premier honors. There was one ball exposed and, had he missed the stroke, he would have missed the Championship. The stroke was well made and victory was secured over a most worthy opponent. Mr. Baker played a decidedly good game on which he is to be congratulated.

In the final of the Handicap doubles, Messrs. R. Baker and N. Fletcher won from Messrs. Claxton and P. R. Wolf by two points.

## Diocesan School Sports.

The annual aquatic sports of the Diocesan Boys School, were held on Wednesday afternoon at Telegraph Bay, where a good number of visitors were conveyed by launch. Some good races were keenly contested and, at the conclusion of an interesting programme, Mrs. Perry, wife of the head master, presented the prizes.

The following were the results:—

100 yds. (Handicap, boys over 13):—1. To Hong (rec. 3); 2. W. O'Leary (rec. 4).

Boys race:—1. J. Wong and E. Gifford; 2. N. White and D. Gifford.

Team Race:—1. To Hong, C. Stirling, D. Pasco and G. White.

50 yds. swimmers' race:—1. W. Mngford; 2. Chan K. Wong.

Cock fight:—1. G. Clayton; 2. W. O'Leary.

Battle (4 boys in a team):—1. To Hong, C. Stirling, G. Clayton, F. Howell.

100 yds. (Handicap, under 14):—1. G. White (rec. 3); 2. J. Howell (rec. 6).

Net diving (open to all ages):—1. W. Peters; 2. C. Stirling.

100 yds. Breaststroke Handicap:—1. W. O'Leary (rec. 3); 2. E. Gifford (rec. 5).

100 yds. Swimming on back:—1. W. O'Leary (rec. 3); 2. J. Howell (rec. 12).

300 yds. Handicap, Open:—1. C. Stirling (rec. 6); 2. W. O'Leary (rec. 12).

200 yds. Handicap, under 14:—1. G. White (rec. 3); 2. E. Manning (rec. 6).

Egg and Spoon Race:—1. Leung Shiu Hung; 2. W. O'Leary.

Consolation Race:—1. A. Jacobson; 2. R. Dodd.

Paddling Race for small boys:—1. B. Lay; 2. E. Schlegel.

Hongkong Football Association.

The next monthly meeting of the Council of the Hongkong Football Association will be held at the R. E. Theatre, Queen's Road, on Thursday next October, at 5.30 p.m. sharp.

## Army Football.

Army football begins on Wednesday next when the second division of the United Services Football League commence their matches. During October the greater number of matches played in this league will be second division fixtures, only two first league matches being fixed for the month.

The list is as follows:—

## First Division.

Date. Team. Grounds.

Oct. 4. D.O.L.I. v. R.E. M.

11. B.G.A. v. D.O.L.I. M.

## Second Division.

Oct. 1. Submarine v. D.O.L.I. Bugles N.

2. D.O.L.I. Res. v. H.K. Police M.

4. Tamar Res. v. Staff and Depart. N.

8. D.O.L.I. Band v. R.E. Reg. M.

9. D.O.L.I. "B" v. 88. Co. R.G.A. M.

10. Staff and Depart. v. 88. Co. R.G.A. M.

14. 87. R.G.A. v. D.O.L.I. "B" S.

15. Tamar Res. v. H.K. Police N.

16. D.O.L.I. "B" v. 88. R.G.A. M.

18. 87. R.G.A. v. D.O.L.I. Res. S.

Oct. 21. 88. R.G.A. v. D.O.L.I. Band M.

21. Submarine v. D.O.L.I. Bugles N.

22. 87. R.G.A. v. R.E. Reg. S.

22. D.O.L.I. Res. v. Staff and Depart. M.

25. 87. R.G.A. v. D.O.L.I. Band S.

28. R.E. Reg. v. D.O.L.I. "B" M.

29. Tamar Res. v. D.O.L.I. Bugles N.

Gr. undg. M.—military; N.—naval; S.—Singapore.

Mutiny Veteran's Death.

Major-General Robert Cross Stewart, C.B., of 25, Palmeira Mansions, Hove, Sussex, some time Deputy Assistant Adjutant-General of the 2nd (Sir Edward Lugard's) Division, Assistant Military Secretary, Ceylon, Adjutant-General, Madras, and Governor and Commandant of the Royal Victoria Hospital, Netley, an India Mutiny veteran, who died on July 10 last, aged 88 years, left an unestimated estate of the gross value of £747 14s. 6d., of which £531 7s. 2d., is net personally.

Shanghai Share Market.

September 18.

There is little to report in the local share market during the past week, the chief feature being the fluctuations in the price of Langkats. Few transactions have taken place in Cotton Shares. Srychess were done at 11a. 41, Shanghai Cottons at 11s 107 and Ewos at 11s 127. The rubber market remains neglected.

Sterling Quotation.—The T. T. Rate on London today is 2/8.

Business Recorded:—

12th September.—Langkats 11s. 24; and 11s. 25 cash. S. and H. Wharfs 11s. 107 September.

Ewos 11s. 128 cash. Kung Yik 11s. 13; cash. Kotas 11s. 4 cash.

Sungai Daris 11s. 6; cash. Chong 11s. 3; cash. Samagages 11s. 0.55 cash.

13th September.—Langkats 11s. 24; cash. Ewos 11s. 128 cash.

Langkats 11s. 3 cash.

15th September.—Mid-Autumn Festival. Exchange closed.

16th September.—Langkats 11s. 26 and 26; cash. Ewos 11s. 127; cash. Shanghai Cottons 11s. 107 cash. Kung Yik 11s. 10 cash. Ziangtas 11s. 3 cash.

Bukits 11s. 14 cash. Tramways 11s. 72 cash. Centre 11s. 8 cash.

17th September.—Langkats 11s. 24; cash. Ewos 11s. 41 cash. Hall and Holts \$18; cash. Samagages 11s. 0.50 cash.

18th September.—Hongkong and Shanghai Banks \$860 cash. Shanghai Club 6 per cent. Debentures 11s. 101 cash. Langkats 11s. 24 September. Srychess 11s. 41 cash. Shanghai Lunde 11s. 91 cash.

Today's Advertisement

MAGISTRACY.

NOTICE is hereby given that a meeting of the Licensing Board will be held in the Council Chamber on Wednesday, the 5th day of November, 1913, at 2.15 p.m., for the purpose of considering applications for Publican's Licences, Restaurant (Adjunct) Licences and Hotel Keene's Adjunct Licences for the year 1913-1914 under the Liquor Consolidation Ordinance, 1911.

Forms of applications may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy on or before Monday, the 18th day of October, 1913, and must be accompanied by a deposit of Four Dollars.

Applicants for transfers or new licences, and persons objecting to such applications, must appear in person.

R. H. KOTEWALL, Secretary to the Licensing Board.

Hongkong, 26th Sept., 1913.

## DAIRY FARM NEWS.

## FRESH MILK.

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk. The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—Good, Clean & Wholesome Milk.

## THE WEEKLY TELEGRAPH.

CONTAINS ALL THE NEWS.

The most complete Mail Supplement in the Colony.

— PHOTOGRAPH — Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home. This photograph this week is entitled "Interport Polo."

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## Today's Advertisements

## "B.F.N." LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

From MIDDLESBRO, LONDON AND STRAITS.

## The Steamship.

## "BEN VORLICH"

## CONSIGNEES of Cargo are

hereby informed that all Goods are being landed at their risk into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the Steamer must be presented to the Under-signed on or before the 10th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 26th Sept., 1913 (449)

## THE DAIRY FARM Co., Limited.

## NOTICE TO SHAREHOLDERS.

## THE SEVENTEENTH ORDINARY YEARLY MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY, the 11th October, 1913, at 12.30 p.m. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1913.

By Order of the Directors, M. MANUK, Secretary.

Hongkong, 26th Sept., 1913.

## Today's Advertisements

## CHINESE POSTAL ADMINISTRATION.

## NOTIFICATION.

## FRAUDULENT SURCHARGE STAMPS.

THIS is to notify and warn the public that any surcharges differing from those given in the Report on the Working of the Chinese Post Office, for the 3rd Year of Kuan Tung (1911) are unauthorised, and are not recognised by this Administration.

By Order of the POSTMASTER GENERAL, Chinese Post Office.

Hongkong, 26th Sept., 1913.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

s.s. "SIBERIA"

FROM SAN FRANCISCO, JAPAN

PORTS & MANILA.

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board MONDAY September 29th, 1913 at noon will be landed at consignees' risk and expense.

Cargo remaining undelivered FRIDAY October 3rd, 1913 at noon in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above company's godown THURSDAY 2nd, 1913 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before October 25th, 1913 otherwise they will not be recognised.

R. O. MORTON, Agent.

Hongkong, 26th Sept., 1913 (448)

## MACKINTOSH &amp; CO., LTD.



Here is a feature that is peculiar to Summit Collars—All fabrics used in Summits are thoroughly shrunk before cutting—sizes are permanently accurate, as the collars do not shrink or stretch.

Illustration Shows **Summit** SHAPE 24

All Shapes \$4.50 per dozen  
16, DES VŒUX ROAD.

## WILLIAM POWELL, LTD.

TELEPHONE 348

## NEW FOOTWEAR FOR

## LADIES

SMART ATTRACTIVE STYLES. SPECIAL PRICES. EVERY POSSIBLE FITTING.

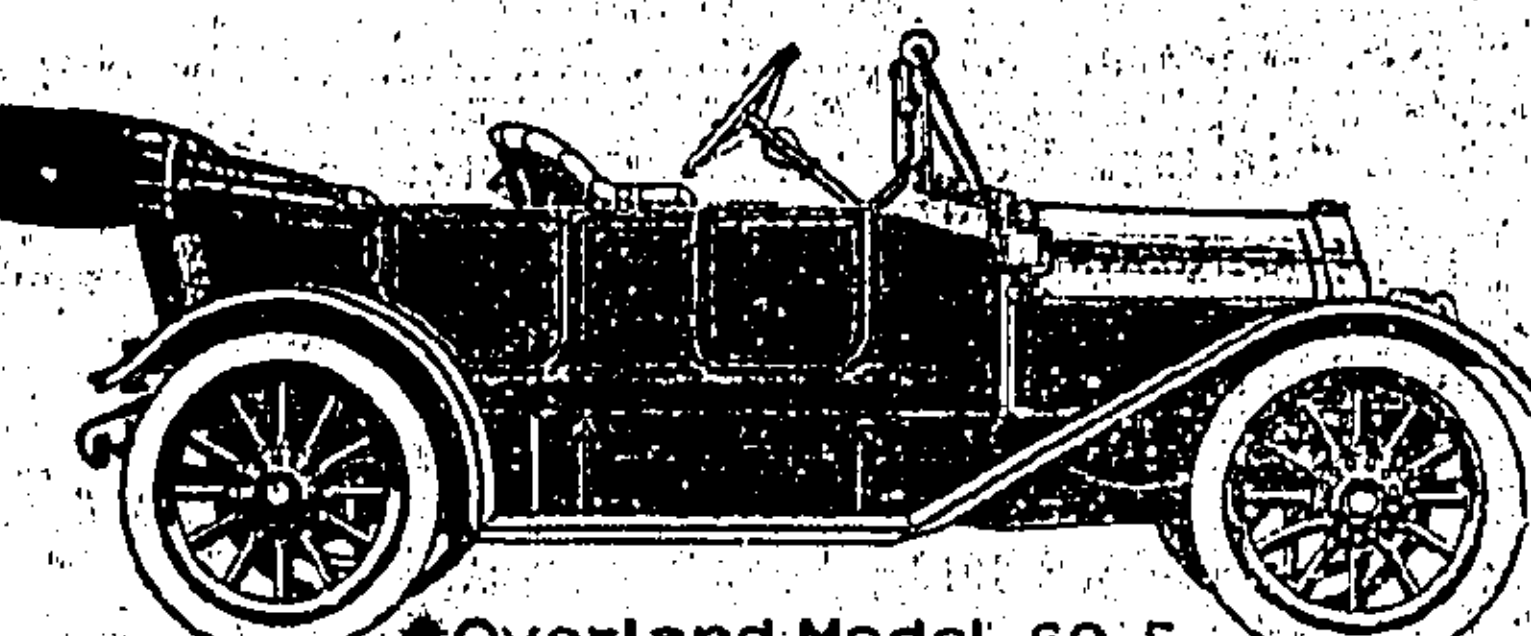
The Pick of Elegant Models.

## J. ULLMANN &amp; COMPANY.

We are the BEST Jewellers and also have the BEST Cut Glass, and Fancy Goods of all varieties.

Queen's Road, (Corner of Flower Street).

## ORDER YOUR CAR AT ONCE!



Overland Model 69 F  
A number of Overlands have now arrived and are finding a ready sale.

Sole Agents, **DRAGON CYCLE DEPOT.**

(Prospective Buyers can try this Car free of charge.)

## MARTELL'S

## BRANDIES.

The Firm of MARTELL & Co.

was founded, in 1715 and from that date up to the present time they have always shipped the finest pure Grape Brandies from the Cognac District. The Medical Profession recommend these Brandies as invaluable in cases of illness.

SOLE AGENTS

**GANDE, PRICE & CO., LTD.**

Wine Merchants.

6, Queen's Road Central, Hongkong.

TELEPHONE No. 1138



## Shipping

CANADIAN PACIFIC  
ROYAL MAIL.

## STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Asia 8th Oct.	Empress of Britain 30th Oct.
Empress of Japan 2nd Oct.	Allan Line 20th Nov.
Empress of Russia 5th Nov.	Empress of Britain 27th Nov.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," "EMPRESS OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

## PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.  
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.  
SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.  
APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched to KOBÉ and MOJÍ on 27th inst. at 4 p.m.  
S.S. "Apcar," 4,450 tons, Capt. Walker, will be despatched to SHANGHAI, KOBÉ and MOJÍ on 10th October.

## WESTWARD.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, will be despatched to SINGAPORE, PENANG and CALCUTTA on 27th inst. at 1 p.m.  
S.S. "Jelunga," 5,206 tons, Capt. Sullivan, will be despatched as above on 16 Oct.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Hongkong, Sept. 25th, 1913.

Agents

HONGKONG, CANTON, MACAO,  
AND  
WEST RIVER STEAMERS.

Joint Service of  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,  
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

Friday, 26th September.

10.00 p.m. "Fatshan," 5.00 p.m. "Kinshan,"

Saturday, 27th September.

8.00 a.m. "Honam," 8.00 a.m. "Heungshan,"

10.00 p.m. "Kinshan," 5.00 p.m. "Fatshan."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651 S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

## EXCURSION TO MACAO

SUNDAY, 28th September.

The Company's Steamship,

"SUI AN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

## FARES AS USUAL

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

## Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 Tons, and "NANNING," 539 Tons.

One of the above steamers leaves Canton for Wuchow, every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 9.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON &amp; MACAO STEAMBOAT

COMPANY LIMITED.

(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



## PROJECTED SAILINGS FROM HONGKONG—

Subject to Alteration

Destination	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	HIRANO MARU Capt. Fraser KATORI MARU Capt. Murai	T. 16,000 T. 20,000
		WEDNES, 8th Oct. at d'light. WEDNES, 22nd Oct. at daylight.

VICTORIA, B.C., and SEATTLE Shanghai, via Moji, Kobe, Yokkaichi, and Yokohama	YOKOHAMA MARU Capt. Wada SANUKI MARU Capt. Noma	T. 12,500 T. 12,500
		TUES, 7th Oct. at noon. TUESDAY, 21st Oct. at noon.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	TANGO MARU Capt. Tomimaga NIKKO MARU Capt. Takeda	T. 13,500 T. 9,600
		WEDNESDAY, 22nd Oct. at noon. WEDNESDAY, 19th Nov. at noon.

CALCUTTA, via Singapore, Penang, BOMBAY via Singapore and Colombo.	HATATA MARU Capt. Nomura RANGON MARU Capt. Kamoshita	T. 12,500 T. 12,000
		SATURDAY, 4th Oct. MONDAY, 29th Sept.

KOBÉ & YOKOHAMA	AKI MARU Capt. B. Kon	T. 12,500
		THURS, 9th Oct. at 11 a.m.
NAGASAKI, Kobe & Yokohama	NIKKO MARU Capt. Takeda	T. 9,600
		WEDNES, 22nd Oct. at 11 a.m.

SHANGHAI, Moji and Kobe	PENANG MARU Capt. Murazumi	T. 12,000
		SUNDAY, 28th September.

SHANGHAI, Moji and Kobe	KANAGAWA MARU Capt. Machida	T. 12,500
		MONDAY, 28th Sept.

Cargo only.

Fitted with new system of wireless telegraphy.

## PASSENGER SEASON—1914

FOR EUROPE.

Miyasaki Maru	16000 tons	sails Wednesday	28th January.
Kitano	18000	"	11th February
Iyo	15000	"	25th "
Irano	16000	"	11th March
Katori	20000	"	25th "
Kamo	16000	"	8th April
Kashima	20000	"	22nd "

FOR AMERICA.

Shidzuoka Maru	12500 tons	sails Tuesday	27th January.
Tamba	12500	"	10th February.
Aki	12500	"	24th "
Sado	12500	"	10th March.
Yokohama	12500	"	24th "
Awa	12500	"	7th April.
Shidzuoka	12500	"	21st "

For further information apply to

Telephone No. 292.

T. KIKUOTO, Manager

CHINA NAVIGATION  
CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"LUCHOW"	To-day, at 4 p.m.
TSINGTAI, WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	26th Sept. at 4 p.m.
SAIGON	"HANYANG"	26th Sept. at 5 p.m.
NINGPO & SHANGHAI	"SHAOSHING"	27th Sept. at d'light.
SHANGHAI	"YINGCHOW"	27th Sept. at m'night
HAIPHONG	"KAIFONG"	28th Sept. at 9 a.m.
CHINWANGTAO	"ICHANG"	28th Sept. at 4 p.m.
MANILA, OEBU & TILO	"TAMING"	30th Sept. at 4 p.m.
SHANGHAI	"ANHUI"	2nd Oct. at 4 p.m.
SHANGHAI	"CHENAN"	4th Oct. at m'night

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

## DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinbua," "Taming" and "Teau." Excellent saloon accommodation and ships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."  
SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Lintan" and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports, N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Wosung.

Reduced Fares:—Single \$4. Return \$75.

For Freight or Passages apply to

Telephone No. 36

Hongkong 25th Sept., 1913.

## BUTTERFIELD &amp; SWIRE.

Agents

## RUSSIAN VOLUNTEER FLEET.

## Homeward Bound

The s.s. "KIBY" 5566 RT. Captain Stetsky, is expected to arrive at Hongkong about the 5th day of October, 1913.

N.B.—The exact date of arrival will be published after receipt of sailing telegram from Nagasaki. For Freight, Passage and further particulars please apply to

Capt. D. A. LUKHMANOFF.

Agent

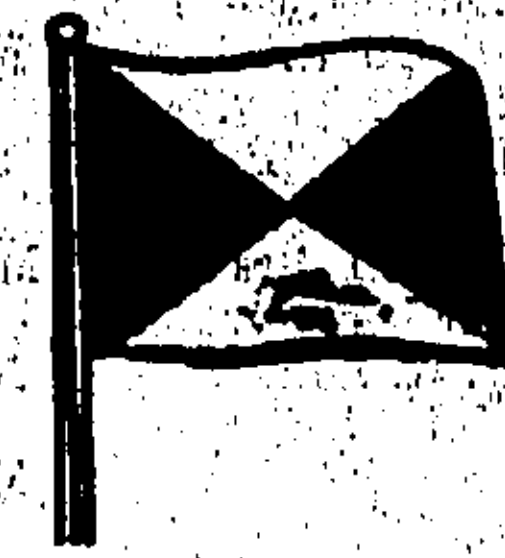
Hotel Mansions, 1st Floor

Rooms Nos 12A &amp; 14

Telephone No. 1244

Hongkong, 25th Sept. 1913.

## Shipping

HONGKONG  
PHILIPPINES.PHILIPPINE  
STEAMSHIP CO.

Steamship	T.	Captains	For	Sailing date
ZAFIRO	4000	F. S. McMurray	Manila Mangarin, Iloilo and Cebu.	SATURDAY, 4th Oct. 4 p.m.
RUBI	4000	J. Miller	Manila Mangarin, Iloilo and Cebu.	TUESDAY, 14th Oct. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN TOMES &amp; CO.

GENERAL MANAGERS

Hongkong, 25 Sept. 1913.

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamship	From	Reported on or about	Will leave on or about
Tjibodas	JAVA	2nd half Sept.	S'HAI 2nd half Sept.
Tjilatjap	JAPAN	2nd half Sept.	JAVA 2nd half Sept.
Tjilawong	S'HAI	1st half Oct.	JAVA 1st half Oct.
Tjilameek	JAVA	1st half Oct.	JAPAN 1st half Oct.
Tjilamah	JAPAN	1st half Oct.	JAVA 1st half Oct.
Tjilapanas	JAVA	1st half Oct.	S'HAI 2nd half Oct.
Tjilareom	JAVA	1st half Nov.	JAPAN 1st half Nov.
Tjilaint	JAVA	1st half Nov.	S'HAI 1st half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

## PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Shinyo Maru"	22,000	H. S. Smith	Sept. 25, at noon
S.S. "Chiyo Maru"	22,000	W. W. Greene	Oct. 17
S.S. "Nippon Maru"	11,000	A. G. Stevens	Nov. 5
S.S. "Tenyo Maru"	22,000	E. Bent	Nov. 11
S.S. "Hongkong Maru"	11,000	S. Togo	Nov. 28

The S.S. Shinyo Maru will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Thursday the 25th Sept. at noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

## SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

## Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Buyo Maru	10,500	Saturday, October 4, at Noon
Anyo Maru	18,500	Wednesday Dec. 3, Noon
Kyo Maru	17,200	Thurs., Feb. 5, 1914 at noon

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

## PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KORBA	SIBERIA
11,000 tons, twin screws.	27,000 tons twin screws.	11,000 tons, twin screws.	12,000 tons, twin screws.
Also NILE, 22,000 tons, CHINA, 10,000 tons, and PERIA, 9,000 tons.			

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (via Pacific). Through Service via New York to Europe.

## SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COX to London by this route, with its unparalleled opportunities to return ticket £100, 25 days from London via Japan and Honolulu the cost is £100. By the Indo-China Mailer at 25 days. First Class accommodations are provided for 1st to 3rd class. (Fares, tickets, £100 and to San Francisco 4th SPECIAL RATES to Army and Navy officers, Diplomats, Consular or Civil Service.)

Steamers: SIBERIA..... 18,000 Tons Sailing Oct. 4th at 1 p.m.

Passengers holding through tickets have privilege of travelling by train between Kobe and Yokohama, free of charge.

## HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive	From MANILA	Due
Leave Hongkong	Manila	Leave Manila	Hongkong
Oct. 21 "CHINA"	Oct. 26	Oct. 27 "CHINA"	Oct. 31
Oct. 28 "NILE"	Oct. 30	Oct. 31 "MANCHURIA"	Oct. 3
Nov. 5 "PERIA"	Nov. 27	Oct. 31 "NILE"	Oct. 3

\* Intermediate Steamers.  
King's Building (opp. Blake Pier). R. C. MORTON, Telephone No. 141

London, 25th January, 1914.  
Passenger's Guide International Republics-San Francisco-1914.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light—Excellent Cuisine.

## FOR SWATOW, AMOI AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
HAICHING	W. C. Farnmore	FRIDAY, 26th Sept. at 11 a.m.
HAIBUN	J. W. Evans	SUN, 28th Sept. at 10 a.m.
HAITANG	A. E. Hodgins	TUESDAY, 30th Sept. at 11 a.m.
HAIBUN	J. W. Evans	WEDNESDAY, 1st Oct. at 11 a.m.
HAITAN	J. S. Roach	FRI, 3rd Oct. at 11 a.m.

## FOR SWATOW.

Steamers will arrive at and depart from the Co.'s Wharf near the Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrade &amp; Co.

General Managers.

## LOG BOOK.

## Load Line Committee.

Commenting upon Mr. Buxton's new Departmental Committee for inquiring into the question of the loadline for steamers, Mr. H. M. Hyndman, the well-known Socialist, has stated to a Press representative that a strong protest was being made against the exclusion of any masters of vessels, seamen or firemen, or stewards from the committee, and the absence even of their accredited representatives. Here was a case, he said, where the lives of thousands of seamen were at stake, and yet they were allowed no representation upon the committee of inquiry. "The committee has asked me to appear before it to give evidence," states Mr. Hyndman, "but I have called on it to demand the production by the Board of Trade of the crushing evidence at its own disposal as to the murderous effect of the raising of the loadline on old vessels." He remarked that this information had been asked for in the House but refused on the score of expense, although Mr. Buxton, in reply to Mr. Jowett, had admitted in the House the increasing ratio of loss of lives of seamen on British ships.



## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).  
On  
For Steamship  
MANILA ..... LOONSANG\* Satur., 27th Sept. at 2 p.m.  
CHINWANTAO ..... HOPSANG\* Tues., 30th Sept. at noon.  
S'PORE, Pang & C'outta FOKSANG\* Tues., 30th Sept. at 2 p.m.  
TIENSHAN ..... CHIPSHING\* Wed., 1st Oct. at 2 p.m.  
SHANGHAI ..... HONGYANG\* Thurs., 2nd Oct. at Noon.  
MANILA ..... YUENSANG\* Satur., 4th Oct. at 2 p.m.  
S'PORE, Pang & C'outta LAISANG\* Satur., 4th Oct. at 2 p.m.  
HONGKONG TO JAPAN (Occupying 24 days)  
The steamers "Kutsang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatsui," and "Salsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.  
The steamers "Choyseang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
\*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tientsin.  
Taking Cargo on Through Bills of Lading to Kulat, Lahad Datu, Singapore, Tawau, Uaukan, Jesselton and Labuan.  
For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD.  
Telephone No. 215. General Managers.

## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.  
Subject to change without Notice.  
"Shire" Line Service.—Homebound.  
For Steamers. Date of Sailing.  
LONDON & ANTWERP.....VESTALIA.....20th October.  
LONDON & ANTWERP.....DEN OF RUTHVEN.....10th Nov.  
LONDON & ANTWERP.....DENBIGHSHIRE.....20th Nov.  
Trans-Pacific "Shire" & "Glen" Joint Service.  
VICTORIA VVER STLE.....DEN OF AIRLIE.....14th November.  
TACOMA & PLAND.....MONMOUTHSHIRE.....22nd December.  
VICTORIA VVER STLE.....TACOMA & PLAND.....  
Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.  
Telephone No. 215 Sub. Ex. No. 9 Agents.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.  
EASTWARD.  
The S.S. "FULTALA," 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBE & MOJI on the 4th October at 4 p.m. taking cargo and passengers at current rates.  
For Freight and Passage, apply to JARDINE, MATHESON & CO., LD.  
Telephone No. 215. Agents.

## THE TAIKOO DOCKYARD &amp; ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

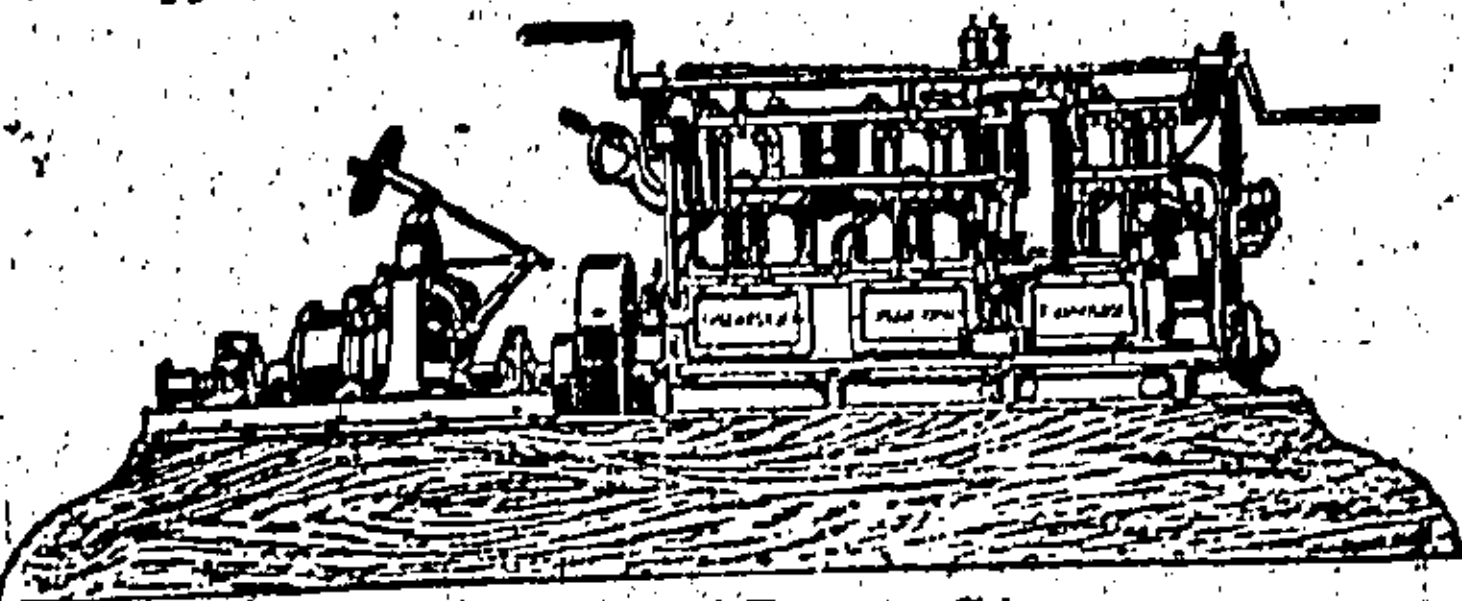
SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.  
WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.  
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

DRAVING DOCK 78' x 88' x 34' 6"  
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.  
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H. P.  
As supplied to the British Admiralty & War Office.



C.S. type Motor and Reverse Gear.  
B.H.P. Paraffin 7, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR, PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 212.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London & Antwerp etc.	Radnorshire	J.M. Co.	12, Oct.
London & Antwerp via S'pore etc.	Nore	P. & O.	1, Oct.
London & Antwerp etc.	Vestalia	J.M. Co.	18, Oct.
London via Usual Ports of Cal	Senegambia	P. & O.	27, Sept.
Havre & Hamburg	Liberia	J. A. L.	1, Oct.
Trieste, Fiume, Venice, S'pore	Austria	J.W. Co.	15, Oct.
Port Said	Paul Lecat	M.M. Co.	1, Oct.
Marseilles, Eden & Hamburg	Spezia	H. A. L.	7, Oct.
Marseilles, Havre & Hamburg	Hoerde	H. A. L.	3, Oct.
Marseilles, London & Antwerp	Hirano Maru	N. Y. K.	5, Oct.
Glasgow, London & Antwerp	Glenlogan	S. T. Co.	8, Oct.
Rotterdam, Hamburg & Antwerp	Sachsen	H.A.L.	7, Oct.
N'ies, G'oa, A'ra, G'tar, S'ton	P. Ludwig	M. & Co.	12, Oct.

## NEW YORK SAN FRANCISCO AND CANADA.

Ston & New York via Suez Canal	A. Prince	A. K.	29, Sept.
New York	Shimosa	D. & Co.	9, Oct.
San Francisco via K'ing & Japan	Siberia	P. M. Co.	4, Oct.
San Francisco via Keelung & Japan	China	P.M. Co.	14, Oct.
Victoria, V'var, S'tle, T'ma & Pland	Den o' Airle	J. M. Co.	16, Nov.
Vancouver, via S'hai Japan etc.	E. of Asia	C. P. R.	8, Oct.
V'via B.C. & T'ma via K'lung etc.	Mexico M.	O. B. K.	15, Oct.
Vancouver, Seattle etc.	C. F. Laoliz	H. A. L.	30, Sept.
Victoria, Vancouver Seattle, Tacoma & Portland	D. of Airle	J.M. Co.	16, Nov.
Victoria B.C. & Tacoma etc.	Seattle Maru	O. S. K.	2, Oct.
Victoria, B.C. & S'tle via Keelung, etc.	Y'hama M.	N. Y. K.	7, Oct.

## AUSTRALIA.

Australian Ports via Manila	Coblenz	M. & Co.	4, Oct.
Australian Ports via Mani	Easton	G. L. Co.	0, Oct.
Australian Ports via Manila	Tango M.	N. Y. K.	22, Oct.

## SINGAPORE COAST PORTS AND JAPAN.

Mexican, Peruvian & Chile etc.	Buyo Maru	T. K. K.	4, Oct.
Kobe	Persia	S. W.	27, Sept.
Kobe	China	S. W.	27, Sept.
Kobe	P. Sigismund M. & Co	J. M. Co.	14, Oct.
Yokohama and Kobe	Fultala	J. M. Co.	30, Sept.
Kobe etc.	Buyo Maru	T. K. K.	4, Oct.
Kobe & Yokohama	Aki Maru	N.Y.K.	9, Oct.
Moji, Kobe & Yokohama	Luzon Maru	O.S.K.	30, Oct.
Kobe, Shanghai, & Moji	Penang Maru	N.Y.K.	27, Sept.
Yokohama & Kobe via Shan hai	Ferata	S.W. Co.	27, Sept.
Nagasaki, Kobe & Yokohama	Nikko Maru	N.Y.K.	22, Oct.
Shanghai	Tibodas	J.O.J.L.	29, Sept.
Shanghai, Kobe & Yokohama	Kagawa	M.N.Y.K.	4, Oct.
Sh'hai, Moji, Kobe and Yokohama	Sumatra	P. & O.	9, Oct.
Shanghai, Kobe & Yokohama	Atlantique	M. M.	9, Oct.
Shanghai, Y'hama, Kobe & Moji	St. Helena	A. N.	1, Nov.
Moji, Kobe & Yokohama	Indo Maru	O.S.K.	7, Sept.
Swatow, Amoy and Foochow	Haftan	D.L. Co.	3, Oct.
Bombay via Singapore, Port	Saigon M.	O.S.K.	2, Oct.
Shanghai, Penang & Calcutta	Fooksang	J.M. Co.	30, Sept.
Shanghai and Moji	A. Apoor	D. S. Co.	27, Sept.
Bombay via S'pore & C'ombomb	Rangoon M.	N. Y. K.	20, Sept.
Shanghai	Anhui	B. & S.	2, Oct.
Shanghai	Yingchow	B. & S.	27, Sept.
Shanghai	Tiannan	J.O.J.L.	2, half S.
Shanghai	Hangsang	J. M. Co.	2, Oct.
Shanghai	Chenab	B. & S.	4, Oct.
Shanghai	Delft	P. & O.	9, Oct.
Chinwantao	Ichang	B. & S.	29, Sept.
Manila	Yuensang	J.M. Co.	4, Oct.
Chinwantao	Horsang	J.M. Co.	31, Sept.
Manila, Cebu and Iloilo	Taming	B. & S.	31, Sept.
Manila	Longsang	J.M. Co.	27, Sept.
Ningpo and Shanghai	Shaohsiag	B. & S.	27, Sept.
Amoy and Takao via Swatow	Sosha Maru	N.Y.K.	1, Oct.
Singapore, Penang and Calcutta	Laisang	J.M. Co.	4, Oct.
S'pore, Pang, R'oon & C'outta	Hakata M.	N.Y.K.	4, Oct.
Manila, Mangarin, Iloilo & Cebu	Zidro	S. T. Co.	4, Oct.
Shanghai, N'aki, Kobe & Y'om	Darflingaz	M. & Co.	1, Oct.
Swatow, Amoy & Foochow	Hilayaz	O. L. Co.	31, Sept.
Japan	Tijikook	J.O.J.L.	8, half S.
Java	Tjikini	J.O.J.L.	8, half S.
Java	Tijikroem	J.O.J.L.	8, half S.
Java	Tijikini	J.O.J.L.	8, half S.
Java	Tijikroem	J.O.J.L.	8, half S.
Java	Tijikroem	J.O.J.L.	8, half S.
Jesseltion, Kudat and Sandakan	Tijikroem	J.O.J.L.	8, half S.
Swatow	Haimun	D. L. Co.	28, Sept.

## S.O.A.E.O.

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ATMOSPHERIC WELDING  
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Philippine Island,	Loengsang.
Australia,	Taiyuan.
Shanghai,	Yingchow.
Sandakan,	Borneo.
Saigon,	Kailong.

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Moji,	Daiten Maru
Singapore,	Millford Hall
Singapore,	Perata

## AMERICAN MAIL.

The T. K. K. s.s. Shinjo Maru leaves Hongkong on the 25th inst. and is due at San Francisco on the 21st October.

The T. K. K. s.s. Chiyo Maru left Honolulu for Yokohama on the 17th inst., where she is due on the 28th inst.

The T. K. K. s.s. Nippon Maru arrives at San Francisco from Honolulu on the 22nd inst. and leaves again for Hongkong on the 30th inst.

## CANADIAN MAIL.

The C. P. R. s.s. Empress of Japan arrived at Vancouver on the 16th inst., between at 8 and 10 p.m.

The C. P. R. s.s. Empress of Russia left Yokohama on the 18th inst., between 2 and 4 p.m.

## GERMAN MAIL.

The I. G. M. s.s. Princess Alice which left here on the 2nd of August arrived at Genoa on the 17th inst. at 1 p.m.

The I. G. M. s.s. Dillinger carrying the German mails with dates from Berlin of the 3rd inst. left Colombo on the 21st inst. p.m. and may be expected here on or about the 1st of October.

## AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Sigismund left Sydney on the 20th inst. at 11 a.m. and may be expected here on or about the 13th of October.

## MERCHANT STEAMERS.

The s.s. Glenhurst passed the Suez Canal on 19th inst. for Hongkong via Straits.

The S. E. A. Co's s.s. Pekin left Singapore on the 22nd inst. and is expected to arrive here on the 29th inst.

The P. & O. s.s. Chartered Millford Hall left Singapore for this Port on the 22nd inst. at 8 a.m. and is due here on the 27th inst., at about 6 p.m.

The Japanese s.s. Daiten Maru left Moji on 22nd Sept. for this port, and is due to arrive here on or about the 27th inst.

The Pen Line s.s. Benvorlich from Melbourne and London left Singapore on 20th inst., for this port and may be expected to arrive here on or about 26th inst.

The T. K. K. s.s. Tenyo Maru arrives at Honolulu on the 2nd inst. and leaves again for San Francisco on the 23rd inst., where she is due on the 29th inst.

The T. K. K. s.s. Buyo Maru arrived here from South America via Japan Ports on the 17th inst. and leaves again on the 4th Oct.

The N. Y. K. s.s. Mishima Maru (Europe Line) left Melbourne for this port on the 20th inst. and is expected here on the 22nd October.

The N. Y. K. s.s. Jinsen Maru (Bombay Line) left Bombay for this port on the 22nd inst. and is expected here on the 10th October.

The N. Y. K. s.s. Kirin Maru (Calcutta Line) left Calcutta for this port on the 23rd inst. and is expected here on the 15th October.

The N. Y. K. s.s. Nikko Maru (Australia Line) left Melbourne for this port on the 24th inst. and is expected here on the 10th October.

The N. Y. K. s.s. Hirano Maru (European Line) left Melbourne for this port via ports on the 24th inst. and is expected here on the 8th October.

The N. Y. K. s.s. Shizuka Maru (American Line) left Seattle for this port via ports on the 23rd inst. and is expected here on the 28th October.

## VESSELS IN PORT.

## Steamers.

The N. Y. K. s.s. Hakata Maru (Calcutta Line) left Kobe for this port via Moji on the 25th inst. and is expected here on the 2nd October.

The N. Y. K. s.s. Aki Maru (European Line) left Colombo for this port via Singapore on the 25th inst. and is expected here on the 8th October.

The T. K. K. s.s. Kiyo Maru arrived at Salina Cruz from Manzanillo on the 22nd inst. and is due at Callao on the 2nd Oct.

The Danish s.s. Cathay has left Port Said on the 16th inst. and may be expected here on or about the 13th of October.

The s.s. City of Edinburgh left New York on 13th ult., and is due here on or about 30th inst.

The P. & O. s.s. Sumatra is expected to arrive at Colombo on the 19th inst., at 5 a.m.

The N. Y. K. s.s. Aki Maru (European Line) left Marseilles for this port via ports on the 6th inst. and is expected here on the 8th October.

The N. Y. K. s.s. Penang Maru (Bombay Line) left Bombay for this port via ports on the 9th inst. and is expected here on the 26th inst.

The N. Y. K. s.s. Sanuki Maru (American Line) left Seattle for this port via ports on the 9th inst. and is expected here on the 12th October.

The N. Y. K. s.s. Kanagawa Maru (Calcutta Line) left Calcutta for this port on the 9th inst. and is expected here on the 23rd inst.

The N. Y. K. s.s. Iyo Maru (European Line) left Shanghai for this port on the 19th inst. and is expected here on the 22nd Oct.

The N. Y. K. s.s. Yokohama Maru (American Line) left Kobe for this port via Moji and Shanghai on the 19th inst. and is expected here on the 28th inst.

The I. O. N. S. s.s. Hangsang from Shanghai is due at Hongkong on the 27th Sept.

The I. C. S. N. s.s. Fooksang from Moji is due at Hongkong on the 26th Sept.

The I. C. N. S. s.s. Yatsang from Calcutta is due at Hongkong on the 29th Sept.

The S. L. s.s. Denbighshire, passed the Canal on the 9th inst. and is due at Hongkong on the 10th Oct.

Fukuro Maru, Jap. s.s. 3,139, S. Kuma-wachi, 2,200 tons—Moji 16th inst. Coal—M.B.K.

Murex, Br. s.s. 2,320, Thackray, 11th inst.—Shanghai 17th inst. Ballast—A. P. & Co.

Loongsang, Br. s.s. 1,000, G. W. W. Leask, 23rd inst.—Manila 20th inst. Gen.—J. M. & Co.

Byria, Nor. s.s. Meyer, 23rd inst.—New York 23rd July, Case Oil—S. O. Co.

Kwangle, Chi. s.s. 1,483, 23rd inst.—Canton Gen.—C.M.S.N. Co.

Glenfalloch, Br. s.s. 1,784, W. L. Gardner, 23rd inst.—Amoy 22nd inst. Gen.—T. Sings.

Rajaburi, Ger. s.s. 1,189, C. Wolf, 23rd inst.—Bangkok 17th inst. Rice and Teak Wood—B. and S.

Taiyo Maru, Jap. s.s. 1,625, T. Fumoto, 23rd inst.—Onafuo 18th inst. Gen.—Y.T.T.

Ger. s.s. 1,018, J. Wunfu, 24th inst.—Bangkok 19th inst. Rice—B. and S.

China, Br. s.s. 4,166, C. H. S. Fookue, 24th inst.—Bombay 10th inst. Gen.—P. & O. Co.

Laertes, Br. s.s. 1,350, Wawn, 24th inst.—Saigon 20th inst. Rice—Chinese.

Haimun, Br. s.s. 611, J. W. Evans, 24th inst.—Swatow 23rd inst. Gen.—D. L. & Co.

Namsang, Br. s.s. 2,591, P. M. B. Lake, 24th inst.—Calcutta 19th inst. Gen.—J. M. & Co.

Idomeneus, Br. s.s. 6,500, J. Bucteus, 25th inst.—Liverpool 23rd inst. Gen.—B. and S.

Seattle Maru, Jap. s.s. 3,393, Saitow, 25th inst.—Manila 22nd inst. Gen.—O.S.K.

Hopsang, Br. s.s. Robertson, 25th inst.—Chinwangiao, Coal—Order.

Sudmark, Ger. s.s. 9,800, S. Karberg, 25th inst.—Hamburg 19th inst. Gen.—H.A.L.

Hutchow, Br. s.s. 2,000, G. Hooker, 25th inst.—Canton 24th inst. Gen.—B. and S.

Luchow, Br. s.s. 1,231, Methrel, 25th inst.—Canton 24th inst. Gen.—B. & S.

Yingchow, Br. s.s. 1,265, Pottinger, 25th inst.—Canton, Gen.—B. & S.

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Bowerman, W. E.  
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Castro, Miss D.A.  
Castro, Master  
C.  
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Chapple, J. T.  
Claxton, A. A.  
Corman, Dr. A.  
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Hall, P. G.  
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FROM EUROPE, COLOMBO AND STRAITS.

## THE Company's Steamship

"KAMO MORU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional goods will be carried on unless instructions are given to the contrary before NOON, 10-DAY. Goods not cleared by the 30th September, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

1st Steamer, 29th Sept. 1913. (4th Steamer, 29th Sept. 1913.)

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From OALOUTTA, PENANG AND SINGAPORE.

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"NAMSANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. the 28th inst. will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by: JARDINE, MATHESON & CO., LTD. General Managers. Hongkong, 24th September, 1913. [18

## FROM EUROPE.

## THE H.A.L. Steamship

## "SUEDMARK,"

Capt. J. Karberg, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited; whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st. prox., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 1st. prox., at 9.30 a.m. No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo: ex.s.s. "Rolandeseck" from Rotterdam "Ludwig" from Norrköping "Bygdo" from Christiania "Coraitz Beck Frue" from Abus.

HAMBURG-AMERIKA LINE Hongkong, 25th Sept., 1913. [473

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THE AMERICAN &amp; ORIENTAL LINE.

FOR BOSTON &amp; NEW YORK via SUEZ CANAL.

(With liberty to call at the M.A.S. Co's).

## THE Steamship

"AFGHAN PRINCE," Capt. Whalley, will be despatched above on MONDAY, the 29th 8 p.m. For freight and passage apply to ARNOLD, KARBURG & CO. General Agents. Hongkong, 25th Sept. 1913. [448

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For BOSTON and NEW YORK

s.s. "MONTROSE" on or about 6th Oct.

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Hongkong, 18th Sept. 1913.

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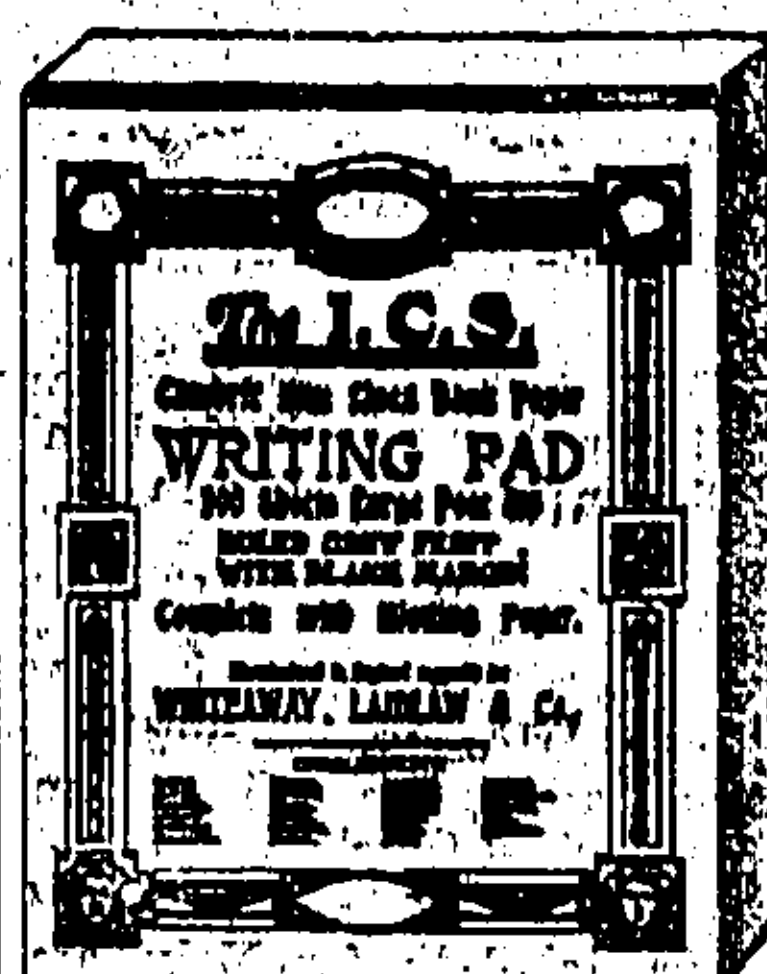
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Reliable Value in INEXPENSIVE WOOLLEN SOCKS. Black or Navy. Price \$4.50 Dozen.

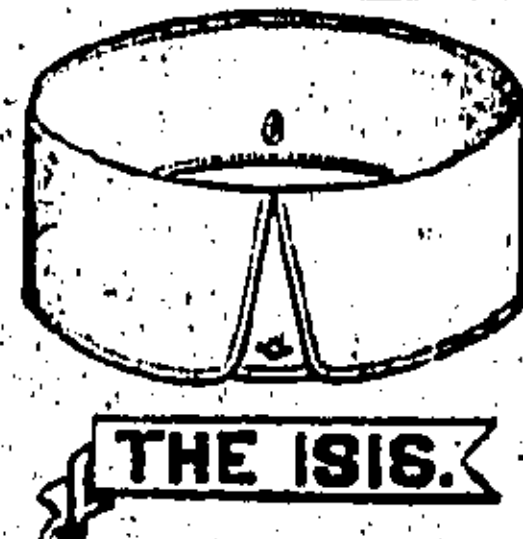
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1 1/2 1 3/4 2 2 1/4 2 1/2 Inch's High.

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## ON the Powerful Disinfectant

is a safeguard against them. Use a solution of CN—one table spoonful to the gallon of water—for washing floors and woodwork for flushing toilets and sinks, and for sprinkling on decaying matter. It will destroy germ life and make the home healthful.

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Very palatable.

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DOSE: One wine-glass after the two principal meals.

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THE GREAT PICTURE

"A WOMAN'S MARTYRDOM"

IN TWO PARTS

BIJOU SCENIC THEATRE.

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CARLYN PHILLIPS

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(COPY OF LETTER)

Office of the President

PANAMA-PACIFIC INTERNATIONAL EXPOSITION

SAN FRANCISCO

January 2nd, 1913.

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CHARLES C. MOORE,

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SIEMSEN &amp; CO., Sole Agents for Hongkong, Canton, South China and Formosa.

## Notices

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor. Hongkong, 29th Jan., 1912.

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In the most up-to-date style and fashion at the large and commodious Premises No. 38 & 40 Queen's Road Central.

Lately occupied by Messrs. H. Rutledge & Son, where we are displaying an entirely new, handsome and g. r. stock of Silk Goods & Jewellery Ware of all descriptions in a variety of new, elegant and attractive designs and patterns. The stock includes a choice selection of Turkish, Persian & India Silk, Carpets & Woollen Rugs, shawls and elegant patterns. Prices specially reduced for summer. Cheapest store in the Colony. An early visit earnestly solicited.

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## COMMERCIAL.

## Textiles for China.

The following information is from the report by the British Pro-Consul at Canton on the trade of that district in 1912:—A review of the import figures from 1910 onwards leads one to the conclusion that tightness of the Money Market during the revolutionary period was not the sole reason for the steady fall in almost all classes of cotton goods. The demand existing in 1910 was met by an excessive supply, and out of the whole range of cotton goods, British drills, cotton flannel, towels, lenos and balzarines alone show any increase in 1912 compared with 1911, and British drills alone give an advance on the figures of 1910. The Chinese consumer has not yet been educated up to the point of appreciating the inherent superiority of the cheaper article; he prefers cheap and gaudy goods, and to this failing the large Chinese stores pandering. The local output of cotton fabrics would appear to be on the increase, and further, there is no doubt that the practice of imitating foreign trade marks is becoming more prevalent. In connection with the local industry, the rise in the importation of aniline dyes from £11,523 in 1910 to £18,943 in 1912 is worthy of note. Woollen goods and wool-and-cotton mixtures show, in most cases, the same decline as is evident in certain classes of cotton goods, but here again there are two notable exceptions. The importation of tweeds and serges rose from 87,613 yards in 1911 to 114,640 yards in 1912, while the figures for cotton duck advanced from 193,894 to 403,168 yards, an increase of over 150 per cent. in the same period. These figures reflect the tendency of the Chinese of all classes to adopt foreign methods of dress. The inclination is general, and not confined to any special class of the population. The lower class, however, while evincing every desire to acquire a European exterior, do by no means feel themselves obliged to acquire the other adjuncts in the way of under-clothing, which the European is apt to consider a necessity. The ordinary "sweater," for example, with its attached collar, does away with the necessity of the additional expense which would be incurred by the purchase of shirt and collar. The imports of singlets and drawers rose from 38,924 pieces in 1911 to 79,619 pieces in 1912; but there is no corresponding increase in the way of material for shirts (cotton or woollen). The Chinese of the middle and lower classes will adopt only those articles of foreign dress which prove their suitability to the climate, and in this they show much common sense.

Don't forget after the Show, Supply and Display Exhibition, Open till Midnight.



## COMMERCIAL.

## The Trade of Saigon for 1912.

The district of His Majesty's Consul at Saigon embraces the whole of French Indo-China, but the present report only deals with the trade of the port of Saigon in Cochinchina. The value of the total foreign trade of the port of Saigon for the last three years has been as follows:—

1910.	1911.	1912.
Imports 25,566,938	25,275,020	25,555,565
Exports 7,062,148	5,038,915	4,738,275
Total 32,629,086	30,313,935	30,293,840

The decrease in value is due to poor rice crops in two consecutive years. The same cause contributed to the difficulties in which two large allied Chinese firms of old standing found themselves in May, 1912, and in which several of the European houses in Saigon were considerably interested. A result of the crisis has been a restriction of credit all round, and particularly as regards advances to Chinese. The former too easy manner, in which the Chinese rice millers and merchants obtained advances from the banks for the purchase of paddy and other produce from natives up country has now practically ceased, and the banks will generally only advance against produce on its arrival. In view of the fact that Cochinchina is a French Colony, governed by French officials, and containing a population of several thousand French people with comparatively few other Europeans, it is natural that there should be a large demand for French goods. France has about 40 or 50 per cent. of the total import. This does not mean, however, that Europe is in a position to compete for the other 50 or 60 per cent. Much of the total import consists of the natural products of the neighbouring countries which it is impossible for the Western nations to supply, and of articles of purely native manufacture in China, in the production of which Europe can hardly hope to compete. Amongst such articles are animal products from Hongkong (meat, live sheep, edible birds' nests, raw silk, &c.); fruits, seeds and vegetables from China and the Straits; opium from India and China; hemp, Chinese silk goods, Chinese medicine and drugs, fire-crackers and joss-sticks, Chinese pottery, shoes and paper, Chinese vermicelli, grass matting, and numerous other items, which added together form a very considerable proportion of the total import. Again, to arrive at an idea of the proportion of the import trade left open to the enterprise of European manufacturers it would be necessary to eliminate the value of the gunny bags from British India (average for the three years about 240,000 per annum), of the kerosene oil from the United States and Netherlands India (average 2133,000), of the gold leaf (average 2221,000), and of other similar special articles. If deduction were made of all these items it would be seen that France's share in the goods capable of being supplied by Europe is indeed overwhelming, and may probably be regarded as equivalent to about 90 per cent. Thus, in 1912, of the value of woollen goods imported 84 per cent. was French, of machinery 87 per cent., iron and steel about the same, of liquors 90 per cent., of cotton piece goods over 98 per cent., of cement 97 per cent., and of motor cars 100 per cent. Rubber appears in the customs returns of exports to the amount of 98 tons, valued at 417,211. There are now about 170,000 acres of rubber estates in Cochinchina, of which some 32,600 acres are planted with about 4,000,000 trees. The exceptionally long dry season of 1911-12 was rather a severe trial to the young trees, but the damage reported is on the whole less than might have been expected. In a few years' time the export of rubber ought to show a very considerable increase.

## London Tea Report.

Messrs. W. J. and H. Thompson's Weekly Circular, dated August 20, advises:—A good demand prevails, and importers continue to enjoy excellent results from sales, but the high level of value seems to be influencing a

somewhat hesitating market for fair to good medium Indians, and the week's sales have recorded a perceptibly easier tendency in prices for these grades, more noticeable on whole leaf than on broken. There is an abundance of tea coming within the range of 9d. to 15d. per lb. Good to fine teas remain firm, but the market closes with an undercurrent of easiness for common Indian tea. While imports and stocks of all teas are below the average of recent years, deliveries are above and continue good. China—Sunda, with 1,358 pkgs. and 6,108 pkgs. in transit. There have been no public sales this week. Privately: The market remains very quiet, although a few Keemun over 1s. per lb. have attracted some inquiry. A few small contracts have passed for common to fair Mouling from 51. to 6d. per lb. Buyers are operating principally for immediate requirements. Java: Offerings during the week 2,400 pkgs., against 8,117 pkgs. last year. Total from January 1 to date 150,457 pkgs. against 138,300 pkgs. last year. There was a rather smaller quantity on offer this week than the sales passed with spirit. The market was decidedly firmer all round, and better class teas were fully 1d. per lb. dearer than last week. Plain Broken Pekoes sold freely and advances were sometimes recorded, while clean leaf Pekoes were wanted and can be quoted rather dearer. Among the highest averages were: Goalpara, 10s. 1.; Windoe, 9.1.5d.; Tjageroe, 8.1.; Sangiang and Badjong Sokko, 8.1. The average for the whole sales on Garden Account is 8.1. per lb., compared with 7.1. per lb. a year ago. Messrs. Lloyd, Matheson and Carrut report concerning China Tea:—Quotations in the private market remain unaltered. There is, however, rather less doing the last few days in fine grades of Monings, but in teas for prices a good many contracts have been put through at cheap rates. Green Tea: A considerable business is in progress in Green Teas of nearly every grade, the exception being Foong Mee, which at present are rather neglected.

## Grandchild 'or Raja Brooke.

The Rani Mu a of Sarawak (the Hon. Mrs. O. V. Brooke) gave birth to a daughter at 18, Davies-street, W., on September 2.

## Public Auction.

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on Monday, the 29th day of Sept., 1913, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Fife Street Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

Reg. No.	Locality.	Boundary Measurements (Approximate).	Contents in square feet.	Annual Rent.	Upper Rent.
100	at Fife Street Mong Kok	100 ft. by 100 ft.	10,000	250	100

## Public Companies

## HONGKONG &amp; CHINA GAS COMPANY, LTD.

## NOTICE.

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,  
J. McCUBBIN,  
Acting Local Secretary and Resident Engineer.

## Public Companies

## HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited will be held at the premises of that Company, Pedder Street, Victoria in the Colony of Hongkong, on Saturday, the fourth day of October, 1913, at 12 o'clock noon when the sub-joined resolution will be proposed:—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10a. "The Company shall pay dividend, in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.

Dated this 22nd day of September, 1913.  
By order of the Board of Directors,  
J. H. TAGGART,  
Acting Secretary.

## THE HONGKONG TIMBER COMPANY.

NOTICE is hereby given that the business carried on by me, the undersigned under the style of the Hongkong Timber Company will on and after the 1st day of October, 1913 be transferred to Messrs. Melchers & Co. free from all debts and other liabilities. All creditors and others are hereby requested to send in their claims to me on or before the 30th day of September, 1913.

Dated this 25th day of September, 1913.  
THOMAS W. KYDD,  
Alexandra Buildings.

The business of the Hongkong Timber Company carried on by Mr. T. W. KYDD will on and after the 1st day of October 1913, be carried on by us the undersigned under the style of Messrs. MELCHERS & COMPANY TIMBER DEPARTMENT.  
Dated this 25th, Sept., 1913.  
MELCHERS & CO.  
Queen's Buildings.

## Notices

## SPECIAL SALE OF WORK IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

The Superiores and Sisters of the Italian Convent have the honour to announce that their Annual Sale of Needlework, comprising Ladies' and Children's dresses, embroideries, table covers, handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on the

22nd to 27th inst., inclusive, commencing each day at 10 a.m. A Special Feature of this year's Sale will be a Children's Stall on which will be displayed a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Switzerland. This Stall is certain to delight the little ones. Charming little packets of confectionery can be had for five cents each. Besides these, there will also be a large range of bonbons, all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced. The Superiores and Sisters beg to solicit the patronage of a generous community to aid in work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches.

ITALIAN CONVENT,  
28, Caine Road,  
Hongkong, 19th Sept., 1913.

## Banks

## INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.  
London Office—15, Abchurch Lane, E.C. 4.

## BRANCHES.

Bombay, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.  
CURRENT ACCOUNTS opened on the spot.  
DEPOSITS RECEIVED, fixed for one year at 4 per cent., or for shorter periods, at rates, which may be ascertained on application.  
MONEY BROUGHT AND COLLECTED BY MAIL AND TELEGRAPHIC REMITTANCES.  
LETTERS OF CREDIT AND DRAFTS issued on all the principal cities in the world.  
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.  
PURCHASE AND SALE of Stocks and Shares effected.  
TRAVELLERS' CHECKS sold and cashed.  
GEORGE HODGSON, Manager.  
9, Queen's Road, Hongkong.  
Hongkong, 1st Nov., 1912 1913

## THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.  
Authorized Capital Yen 48,000,000  
Paid-up Capital " 30,000,000  
Reserve Fund " 18,200,000

## Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons.  
Agencies at: Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port, San Francisco, Shanghai, Tientsin, Tokyo, Los Angeles.

Interest Allowed on Current Account.  
Deposits received for fixed periods at rates to be obtained on application.  
EISHI ONO, Manager.  
Hongkong, 31st Mar., 1913. [18]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.  
Paid-up Capital ..... £1,200,000  
Reserve Fund ..... £1,700,000  
Reserve Liability of Proprietors ..... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
A. S. HEWETT, Acting Manager.  
Hongkong, 11th April, 1912. [23]

## Notices

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up: £1,250,000.)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.

(Rates and Particulars on application.)  
The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.  
SHEWAN TOMES & CO. General Managers.  
Hongkong, 19th March, 1908 32

## PEAK TRAMWAY CO. LIMITED.

**TIME TABLE**

WEEK DAYS		SUNDAYS	
1.00 A.M. to 1.00 A.M.	1.00 A.M. to 1.00 A.M.	1.00 A.M. to 1.00 A.M.	1.00 A.M. to 1.00 A.M.
1.00 P.M. to 1.00 P.M.	1.00 P.M. to 1.00 P.M.	1.00 P.M. to 1.00 P.M.	1.00 P.M. to 1.00 P.M.

## BANKERS:

Bank of England, London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON, Manager.

THE ALEXANDRA CAFE Cannot be Beat in Hongkong for Bread, Cakes, Confectionery, Meats, with Wines & Liquors.

## Banks

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Paid-up Capital ..... £15,000,000

## RESERVE FUNDS:

Sterling £1,500,000 at 2/-

\$15,000,000

Silver 17,450,000

\$32,450,000

Proprietors ..... £15,000,000

COURT OF DIRECTORS: S. H. Dodwell, Esq.—Chairman. Hon. Mr. D. Landale—Deputy Chairman.

G. Friesland, Esq. O. B. Gubbay, Esq. F. H. Holyoak, Esq. G. H. Laurens, Esq. F. Loh, Esq. W. L. Patten, Esq. J. A. Plummer, Esq. Hon. Mr. E. Sherrin, H. A. Stiebs, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabb, Manager. Shanghai—A. G. Stephen, London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed. On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

## HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ Per Cent. per annum.

Depositors may transfer at their option balances of £100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

## DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up ..... Sh. Tael 7,500,000

Head Office.—Shanghai. Board of Directors.—Berlin.

Branches: Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinan, Yokohama.

MESSRS. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agent.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct., 1911. [2]

## THE MERCHANT BANK OF INDIA, LIMITED.

Authorized Capital ..... £1,500,000

Subscribed " 1,125,000

Paid Up " 562,500

Reserve Fund " 415,000

BANKERS: Bank of England, London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON, Manager.

## Exchange

Selling.	T/T. Marks
T/T. Shanghai 3-16	T/T. Marks 305
Demand 13-3/16	T/T. Franco 354
80 d/s 2-14	On Haiphong 1 1/4 % pm.
60 d/s 2-5/16	On Saigon 1 % pm.
4 m/s 2-3/8	On Bangkok 76 1/2
T/T. Shanghai 72 1/2	Buying
T/T. Singapore 86	4 m/s. L/C 2-11/16
Private 30 d/s sight S'hai 73 1/2	4 m/s. D/E 2-13/16
T/T. Japan 97 1/2	6 m/s. L/C 3-1/8
T/T. India 149 1/2	30 d/s. S'ney & Melbourne 2-15/16
T/T. Bombay 149 1/2	30 d/s. San Fco & New York 49 1/2
Demand Bombay 149 1/2	4 m/s. Marks 211
T/T. Calcutta 149 1/2	4 m/s. Franco 259 1/2
Demand Calcutta 149 1/2	6 m/s. do 26 1/2
Demand India 149 1/2	Bar Silver ready 28 1/2
Demand Manila 98 3/4	forward 28 3/4
T/T. San Fco & New York 48 3/4	Gold Leaf per tael 52 1/2
T/T. Java 121 3/4	Bank of England rate 41 1/2
	Sovereign 89 30

Subsidiary Coins.	Opium Quotation.
Discount per \$100	Aug. 15.
Chinese 20 ots. pieces 83 1/4 %	Malwa, New 33,350 per pic.
Chinese 10 " 83 1/2 %	Malwa, Old 3,500
Hongkong 20 " 86 1/4	Patna, New 4,305 per che.
Hongkong 10 " 86 1/2	Patna, Old 4,250
	Benares, New 4,200
	Benares, Old 4,000

## SHARE REPORT.

STOCKS & PAID UP VALUE.	CLOSING QUOTES.	AT DIVIDEND AND DATE.
Hongkong & S'hai 125	\$790	\$2 at ex 1/11/5 equal to \$20.31 for 1/2 year ending 30/6/13
Cantons 50	322 1/2 b.	\$18 for 1912
North China 25	T137 1/2 b.	Final of 1' p.c. making 20 p.c. for 1911
Unions 100	678 1/2	Final of \$20 making \$50 for 1911 and Interim of \$30 for 1912
Yangtzes 50	619 1/2	Final of \$12 mak. \$15 for 1911 & Int. of \$3 for 1912
China Fire 20	149 b.	\$10 for 1911
Hongkong Fire 50	367 b.	\$27 for 1911
China & Manilla 25	38 1/2 s.	\$1 for 1906
Douglas Steamship 50	35 s.	\$1.50 for year end'g 30/6/13
Steamboats 15	628 1/2 b.	Dividend of \$1 for half year ending 31/12/12
Indo-Chinas (Preferred) 25	679 b.	6 p.c. for years 1912 and 1913 on preferred shares
"Shell" Transports 21	107 1/2 b.	Final of 4/- making 6/- for year ending 31/12/12
"Star Ferry" 10	57 1/2 b.	Int. of 1/- a/c. 1913
China Sugars 100	195 b.	\$2 on 10,000 shares 1st issue
Luzon Sugars 100	135 s.	\$1 on 10,000 " 2nd "
Chinese Engineerings 21	32/6	\$3 for 1912
Trochols 21	55/-	\$3 for 1897
Rauhs 21	33.10 b.	Interim of 3 1/2 p.c. 8 1/2 d per share. Coupon No. 1 account year 10.6.12
Kowloon Wharfs 50	190 s.	Int. of 2/6 a 1913
H.K. & W'poo Docks 50	678 b.	1/2 for 1909
Shanghai Docks 100	13	\$4.50 for year 1912
Hongkew Wharfs 100	106 b.	\$1 final dividend for year 1911
Anglo-French Lands 100	194	Tls. 3 for 1912
Hongkong Hotels 50	612 1/2	Interim of Tls 3 for 1913
Hongkong Lands 100	613 s.	Tls. 6 29 1/2
Humphreys Estates 10	194 b.	\$3 on old shares, \$1.50 on new shares for half year 31/12/12
Kowloon Lands 30	146	\$3 1/2 for 1/2 year ending 30.6.13
Shanghai Lands 10	191	50 cents for 1912
West Points 50	672 s.	50 cents for 1912
Manila M'pole Hotel 10	68	\$2 for 1/2 year ending 30.6.12
Ewos 50	138 b.	\$2 for 1/2 year ending 31.10.12
Shanghai Cottons 10	110 b.	7 p.c. for year ending 31.10.12
Laon Kung Mow 97	b.	Tls. 10 for half year ending 30/6/13
Kung Yik 131	b.	
Hongkong Cottons 10	69 1/2 s.	
China-Borneo 126	191 b.	50 cents 31.7.08
Light and Powers 10	101 b.	85 cents for 1912
Do. (Spec. shares) 10	101 b.	
China Providents 10	68 60 sa.	
Dairy Farms 66	628	70 cents for 1912
Green Islands 10	66 b.	\$1.25 for year end'g 31/7/12
Hongkong Electric 10	641 b.	40 cents for 1911
Hongkong Ice 225	172 s.	\$1.60 per share for 1912
Hongkong Ropes 10	623	\$2 interim for 1913
Langkats 10	622	\$1 interim for 1913
Morning Post 25	622	[Tls. 1 account 1913
Peak Tramway 10	621 sa & b.	None
Do. (new) 10	90 otc.	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.6.13
Hongkong Electric Trams 9/6	s.	Final of \$5 p.c. making 7 1/2 p.c. for 1912
Philippines 10	65 s.	None
H. Price & Co. Ltd. 10	66	\$1.50 for 1910
Boote des forres 10	650	
Papeteries paid 10	620	
du Tonkin 10	650	
Shanghai-Sumatra 10	1150	
Steam Laundry 5	64	No dividend this year
United Asbestos 10	69 1/2 b.	50 otc. for year end'g 31.5.1
Oriental Agency 10	69 1/2 b.	
United Asbestos 10	6900	20 per cent. per ordinary share for year ended 31/12/12
Founders (Shares) 10	6900	\$1 per share for year ending 31/12/12
Union-Water 10	617 1/2 b.	25 per cent. for year ending 31/7/11
Weismann Ltd. 10	630	30 cents for 1912
Watson 10	62	40 otc. year ending 30/6/13
William Powell 10	610	

WRIGHT AND HORNBY, Share Reg.



## POSTAL SERVICE.

## Dissatisfaction Over Recent Report.

The findings of the Departmental Committee on Wages and Conditions in the Postal Service have given rise to much dissatisfaction in the ranks of the workers concerned states the *Evening Standard* of August 18. The National Joint Committee representing the whole of the unions catering for postal servants has been summoned to meet at Matlock on Wednesday and the following days of this week to discuss the report. The general criticism levelled against the report is that, whereas the committee was set up to consider what changes, if any, were necessary to enable postal servants to meet the increased cost of living, it makes no recommendation under this head so far as the great mass of postal servants are concerned. The most satisfactory feature of the report is held to be that dealing with the conditions of postmen and the lower-paid grades generally, but all the unions are pledged to not together in this matter.

Among the thousand or so women employed at the London Central Telegraph Office intense dissatisfaction is expressed with the report. Their reply to the report appears to be summed up in the words of one as "thank you for nothing." It is admitted that work of the female staff compares favourably with that of the male telegraphists. The men employed in London receive a maximum of 65s. a week, while the women's maximum is but 40s. The latter hoped that the committee would recommend that this inequality should at least be modified, but they have been disappointed.

## Many Grievances.

"We not only complain of the payment we receive, although that is very unjust when a comparison is made between our work and that of the male staff," said a woman employed at the Central Telegraph Office on Saturday. "There are many other grievances that we hope to have remedied. Telegraphic work admittedly imposes a great strain upon the nerves, and taking that into consideration our hours are much too long. The clerks in the Savings Bank, whose work possesses more variety and is far less distracting, are given but six hours a day, while we are compelled to work eight, or forty eight hours a week. Our duty is what is known as 'up and down.' That is to say, we work six hours one day and ten the next, or seven hours and nine hours. Out of the long hours we are only allowed half an hour off for meals. This half hour, too, is reckoned from the time when the instrument is left to the time of our return to it. The instrument-room is at the top of the building, and quite three minutes is spent, coming and going to the dining-room on the first floor, which is reached by descending two flights of stairs and crossing a bridge. Tea is served at the switchboard or instrument, and we have to bolt it down at our work. We particularly hoped that proper provision would have been made for meals. The present system is

the cause of frequent break-down in girls' health. What business firm employing girl secretaries or girl typists would refuse an hour for luncheon?"

**Understaffing.**  
"Much dissatisfaction has been expressed in regard to the staffing. Food strikes have occurred on several occasions, but there has so far been but little amelioration in this matter. Another long-hoped-for boon is the weekly half-holiday. The committee were, however, apparently under the impression that the so-called 'modifications' were a substitute for this. It is quite true that we are occasionally allowed to leave duty one hour earlier, at as no previous notice is given it is practically useless to the recipient. The whole working of the office is indeed, based upon the principle of understaffing. This is especially true in connection with the switch section which deals with the work of the metropolis and enables offices to be put into direct telegraphic communication. The superintendents are pressed to get as much work out of the staff as possible, and the result of the understaffing is that much delay is caused to messages, besides the extra pressure that is put upon the girls. Delay is constantly accumulating. The female telegraphist is denied practically all the recreations of her friends. Tennis in the summer or hockey in the winter are not for her, for every other evening we have to remain at the office up to eight o'clock at night; the same applies to alternate Saturdays. Even bank holidays have to be provided for and days taken in exchange during the winter months. As you might expect, the harsh conditions of service that I have mentioned above have a bad effect on our health. I can honestly say that we are, on entering, the pick of the healthy girls of the country, for candidates for our positions have to pass a most severe medical examination. A few months ago, when an official return was made of the sick leave, the Central Telegraph Office showed the highest percentage of sick leave in the whole Civil Service. Nearly eight per cent. of the employees—three the pick of the country's health—had sick leave during the year."

## Home Leave.

Lieutenant G. R. R. Thorp, 1st Bn. K.O.Y.L.I., has been granted leave of absence on private affairs from November 4 to July 4, 1914, with permission to proceed to the United Kingdom.

## SILIMPOPON COAL.

## BUNKERS

can be supplied at cheap rates.

## SANDAKAN &amp; SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNN

## HABANA PLANTEURS.

"THE  
IDEAL  
SMOKE  
OF THE  
CONNOISSEUR."  
OBTAINABLE  
FROM ALL  
CIGAR  
MERCHANTS.



H. RUTTONJEE & SON,  
14, QUEEN'S ROAD CENTRAL.

## POST OFFICE.

## MAILS ARRIVED TO-DAY.

Lyons, Manila  
Taming, Manila  
Luzon, Manila  
Maitland, Hongkong, Pakhoi & Hoiloh  
Assaye, Shanghai  
Siberia, Manila

## MAILS CLOSE TO-DAY.

Japan via Kobe—Per JAPAN, 26th inst., 8 p.m.  
Ningpo, Shanghai & North China—Per SHAOHING, 26th inst., 5 p.m.  
Shanghai, North China, Japan via Kobe—Per SUDMARK, 26th inst., 5 p.m.  
Swatow—Per PITOHABURI, 26th inst., 5 p.m.

## TO-MORROW.

Shanghai and North China—Per IDOMENUS, 27th inst., 8 a.m.

Swatow—Per SCOTIA, 27th inst., 9 a.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. (Extra Postage 10 cents. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed to-day at 5 p.m.—Per ASSAYE, 27th inst., 11 a.m.

Straits and India via Calcutta—Per DILWARA, 27th inst., noon.

Philippine Islands—Per LOONGSANG, 27th inst., 1 p.m.

Macao—Per SUI TAI, 27th inst., 1.15 p.m.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per TAIYUAN, 27th inst., 2 p.m.

Saigon—Per PHRANANG, 27th inst., 2 p.m.

Shanghai and North China (Europe via Siberia)—Per YINGCHOW, 27th inst., 5 p.m.

Jessellton, Kndat, Sandakan—Per BORNEO, 27th inst., 5 p.m.

Haiphong, Pakhoi and Saigon—Per KALFONG, 27th inst., 5 p.m.

Swatow and Bangkok—Per Samsen, 27th inst., 5 p.m.

## SUNDAY, 28th inst.

Swatow—Per HAIMUN, 28th inst., 9 a.m.

## MONDAY, 29th inst.

Chinwangtao—Per IOHANG, 29th inst., 3 p.m.

Shanghai, North China, and Japan via Yokohama—Per PERSIA, 29th inst., 4 p.m.

## TUESDAY, 30th inst.

Swatow, Amoy & Foochow—Per HAIYANG, 30th inst., 10 a.m.

Chinwangtao—Per HOPBANG, 30th inst., 11 a.m.

Straits and India via Calcutta—Per FOOKSANG, 30th inst., 1 p.m.

Philippine Islands—Per TAMING, 30th inst., 3 p.m.

Swatow, Amoy and Formosa via Anping and Takao—Per SOSHU MARU, 30th inst., 5 p.m.

Shanghai and North China—Per KOERBER, 30th inst., 5 p.m.

## WEDNESDAY, 1st October.

German Mail.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per PRINZ LUDWIG, 1st October, 9 a.m.

Swatow—Per HAIMUN, 1st Oct., 10 a.m.

Tientsin—Per CHIPSHING, 1st Oct., 1 p.m.

Canadian and American Mails.

Japan via Kobe, Victoria, Tacoma, Vancouver and Seattle—Per IXION, 1st Oct., 2 p.m.

Shanghai and North China—Per ANHUI, 2nd Oct., 3 p.m.

## THURSDAY, 2nd October.

Shanghai and North China—Per HANGSANG, 2nd Oct., 11 p.m.

Formosa via Keelung, Japan via Yokohama, Manila, and Tacoma—Per SEATTLE MARU, 2nd Oct., noon.

Straits and North China—Per ANHUI, 2nd Oct., 3 p.m.

## FRIDAY, 3rd Oct.

Swatow, Amoy and Foochow—Per HAITAN, 3rd Oct., 10 a.m.

## SATURDAY, 4th October.

Philippine Islands, Yap, Angaur, Samar, Maroon, Fred. Withelmshafen, Rabau, Herberichs, Metrop, Tasmania, New Zealand, South, and West Australia via Brisbane—Per COBLENZ, 4th Oct., 8 a.m.

Straits and India via Calcutta—Per LAISANG, 4th Oct., 1 p.m.

Philippine Islands—Per ZAFIRO, 4th Oct., 3 p.m.

Shanghai and North China (Europe via Siberia)—Per CHENAN, 4th Oct., 5 p.m.

## TUESDAY, 7th Oct.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per PAUL LEON, 7th Oct., 11 a.m.

## SAILING NEWS.

## ARRIVED.

Lyceumcon, Ger. ss. 1,738, O. Sech, 25th inst.—Saigon, Rice—Chinese.

Maitland, Ger. ss. 831, P. Sobalkier, 26th inst.—Haiphong, Pakhoi and Hoiloh 26th inst., Gen.—J. & Co.

Taming, Br. ss. 1,335, G. H. Pennefather, 26th inst.—Manila 26th inst., Gen.—B. and S.

Benvorlich, Br. ss. 2,614, F. Smith, 26th inst.—London, Gen.—O. L. & Co.

Lyons, Br. ss. 10,220, J. Rippenhausen, 26th inst.—Liverpool 24th inst., Gen.—B. and S.

## DEPARTED.

September 26.

Ichang for Canton  
Haimun for Swatow  
Yushun for Tientsin  
Yinyu Maru for San Francisco  
Sudmark for Frankfurt  
Helene for Hoiloh  
Tairat for Hoiloh  
Hanyang for Saigon

## CLEARANCES AT THE HARBOUR OFFICE.

September 25.

Fukura Maru for Taiyeh

September 26.

Telemachus for Saigon  
Sexta for Bangkok  
Halting for Foochow  
Sudmark for Yokohama  
Namsang for Kobe  
Hoiloh for Tientsin  
Zenvorlich for Yokohama  
Assaye for Bombay  
Soshu Maru for Canton

## PASSENGERS DETAINED.

Per ss. Shinyu Maru, telegraphed from Hongkong, 26th inst., for

Auld, Bath, Mrs D. W.

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## WEATHER REPORT.

On the 26th at 12.35.—Pressure has decreased moderately along the east coast of China, and slightly along the South coast.

It is nearly stationary over Annam and the Philippines.

No returns from Japan.

Light or variable winds are indicated along the east coast of China, and light monsoon over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. E. or variable winds; light; fine.

2 Formosa Channel. The same as No. 1.

3 South coast of China (between H.K. and Lamook). The same as No. 1.

4 South coast of China (between H.K. and Haikou). The same as No. 1.

China Coast Meteorological Register, 25th September, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wootock 7a 30.12 60° 88° 0 0

Napua 6a 30.12 60° 88° 0 0

Hakodate 6a 30.12 60° 88° 0 0

Tokio 6a 30.12 60° 88° 0 0

Kobe 6a 30.12 60° 88° 0 0

Nagasaki 6a 30.12 60° 88° 0 0

Kyushu 6a 30.12 60° 88° 0 0

Shanghai 6a 30.12 60° 88° 0 0

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